3M BRAND MICROFILM

START OF ROLL

ROLL NO.

203

CONSTRUCTION CONTRACTS

8812

OREGON DEPARTMENT OF TRANSPORTATION

1978 Stellar Dr & Solar 8812
Dr. Sec. 2 mi. west of
Sun River. (Agg. surg.)

CONTINUED

CYA 6250 10-5-77

PE. Mo Depart AD 3C3
1570

CC 1801
CC 1902

June Sebastian
Trans. - Spec Rds Dist #1
SCICS - Gossard Way
Bend Oregon 97701
389-3162

8812

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 977-1

February 14, 1978

FILE: 209-1982

FROM: L. R. Asburry
Regional Federal Aid Engineer

SUBJECT: Stellar Drive and Solar Drive
Special Road District No. 1
Deschutes County

TO: Gary Zehner
Local Government Section
Project Management Section

In a telephone conversation with Ms. June Sebastian on February 13, 1978, she stated the Road District could not afford any additional monies outside the $75,000. This is to include preliminary engineering.

Should the project estimate exceed what is remaining after preliminary engineering, it will have to be downscoped to stay within available funds.

LRA:pw
cc: W.W.Robertson
J. H. Versteeg
F. E. Terpin

2-16-78
P.E. estimate = $11,000
CONST. AMOUNT = $64,000

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ OPE ☐
FEB 15 1978
File: PM FA
LG OP
TAA Zehner
Share this info w/ Versteeg

NARRATIVE

Solar-Stellar Drives
Deschutes County

This survey was made by commencing stationing on center-line of Spring River Road and increasing south on Stellar and Solar drives. Cross sections were taken for earthwork and drainage quantities and a profile was taken on Stellar drive. These notes and platted sections are retained by this office(see following note).

Special Road Dristrict No. 1, Deschutes County, after reveiwing the project, asked to do the grading, drainage and signing work prior to the State of Oregon letting a contract for the hauling and placing a cinder base. Their work should be completed by August 1978(estimated) and a contract should not be let before their completion of work.

The Road District asked that $ 75,000 be spent on a contract and in the event that this amount would under-run, Stellar drive will be extended south of Hermosa to facilitate additional cinder base materials.

The proposed materials source is Abbot Butte Cinder Pit in the SE¼, Sec. 3, T20 S, R 11 E WM. Deschutes County holds a valid "use Permit" from the US Forest Service and would not have objections to our use. This source is 4.8 miles from (west) the intersection of Stellar Dr. and Spring River Road.

The costs are this office estimates only as the costs analysis section was not contacted for prices.

The Road District has areas on or near the project in which water may be obtained from the Deschutes River.

In the event the proposed materials source is used, the hauling vehicles must cross the Dalles-California Highway. Stop signs control the traffic at this crossing, no other problems are anticipated with traffic on this project during construction.

W. W.Robertson
Resident Engineer

If we spend $75,000 on contract work, RD. Dist. will pay 100% P.E. costs approx. $1,000.

(Check w/ Asburry 2-13-78)
Larry will check with Rd. Dist & call back. 2-14-78
Hold Total Project including P.E. to $75,000

RECEIVED
FEB 7 1978
LOCATION SECTION

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 2 Sh

ection Solar & Stellar Drive Improvements Unit

ighway Solar & Stellar Drives County Deschutes Proj. 209-1982

ength 2.67 Designer W. W. R. Draftsman Date Feb. 3, 1978

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization	L. S.					7,500
Temp. Prot.& Dir. of Traffic	L. S.					1,000
Temporary Signs	Sq. Ft.	250			4.00	1,000
Flagmen	Hr.	200			17.00	3,400
Watering	M-Gals	650			6.00	3,900
Grid-Rolled Cinder Base	Cu.Yd.	22,520			2.00	45,040

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Solar & Stellar Drive Improvements — Unit

~~Solar & Stellar Drives~~ — County Deschutes — Prefix 209-1982

67 — Designer W. W. R. — Draftsman — Date Feb. 3-78

W. H. Robertson — Title Resident Engineer

ng & Drainage		$ By Others
cing		$ 61,840
Work		
	Pit Restoration $??	
Extra Work		$
L		$ 61,840
Engineering and Contingencies 3½		$ 8,350
ures		
	$	
Structures		$
of Way		$
Estimated Cost		$ 70,190

8812

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-17-78

FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. S-0900(2)
	ITEM NO. 80114	STATE PROJECT NO. See Below
		COUNTY NAME Deschutes
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-17-78	1-17-78	NON FEDERAL AID / County Road

GENERAL LOCATION:

"Stellar and Solar Drives Section (Sunriver)"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade, Base and Sign

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
KX PREPARATION ; TEC NTE $11,000, Fed. Funds-$9,430
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-6-78 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $64,200, Federal Funds $55,070, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

NOTED
F. B. KLABOE
1-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-17-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8812

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 6, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80114
Project No. SOS-0900(2)
Stellar and Solar Drives Section
Deschuts County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1. Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $11,000 with an obligation of $9,430 in federal funds.

DHR:dpy

Attachment

cc: C. M. Wiliams, Region 4
Harold Reynoldson

1-16-78
AD 363
$1,570

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

1/6/78

FEDERAL

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rds., approx. 2.0 S.W. of Sunriver (21–65) — ADT — PRESENT: *59 / **145 — FUTURE: N/A (66)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. Grade, Base & Sign (28–62) — NATL. FOREST (63)(64) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. (72)

CARD 4 — CLASS OF FEDERAL FUNDS: Off System Roads — COUNTY NA

NAME OF URBAN AREA (17-31): -- — ROUTE NO. N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED TOTAL ESTIMATED COST (59)(66)	ESTIMATED FEDER (67)
1	(14-15)	(16)	41	42	43–46	53				
5					PE			3.0	11,000	9,430
5					ROW		"Stellar and Solar Drives Section"	3.0	64,200	55,070
5					CONST (CODE) 2010			3.0	75,200	64,500
									(16)	(23)(24)

CARD 1	CODE 1	PREPARED BY: CL	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

*ADT on Stellar Dr.
**ADT on Solar Dr.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	59* 145**	N/A	97	10	Oregon	41	627	80114
(65)			(66) (70)	(71) (72)			(2) (3)	(4) (6)	(14) (18)

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	SOS-	0900(2)		(24) (26)	27
					14 23	7 13			

COUNTY NAME: Deschutes — CODE: 017 (10)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: Co. Rds. (36) (37) — U.S.: -- (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
) (58)	(59) (66)	(67) (76)			
3.0	11,000	9,430	-	1,570 (Rd. Dist)	
3.0	64,200	55,070	-	9,130 (Rd. Dist)	ROW-60' minimum Access Control-none Parking Restrictions-none
3.0	75,200	64,500	-	10,700 (Rd. Dist)	
	(16) (23)	(24) (33)			

REMARKS

ADT on Stellar Dr.
ADT on Solar Dr.

USCOMM DUSCOMM-DC 88905-P61

STELLAR AND SOLAR DRIVES SECTION
PROJECT NO. SOS-0900(1)

Existing Facilities: 28-foot volcanic cinder roadway

Adjacent Sections: North end of Stellar and Solar Drive Intersection FAS-B685 and are the same as existing facilities on the southerly end.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Grade, drain and place 10 inchs of compacted volcanic cinder base on existing alignment to provide for a 31-foot roadway surface and other incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Sunriver Airstrip is located 1 mile north of the project, however, no conflict with the operation of the airstrip will result from this project.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 8, 1977.

FHPM 7-7-5 Requirements:

a) Public Hearings -- not required under Oregon Action Plan.

b) Location/Design -- not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2

8812

STATE OF OREGON

INTEROFFICE MEMO

December 16, 1977

TO:

J. B. Boyd (3)	George Bell
L. E. George	Surfacing Design - Lab Bldg.
W. J. Hart	Region 4 : Carl Williams
C. T. Keasey	District 10 : R. L. Lammert
J. H. Versteeg (4)	Region 4 Geologist: Rolland VanCleave
F. E. Terpin (3)	Gerald Wimer (1)
G. A. Potter (2)	B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Solar and Stellar Drive Improvements
Solar and Stellar Drives
Deschutes County

505

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG: dpy

Attachment

cc: E. S. Hunter

81-128-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 8, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-0900(-)
Solar and Stellar Drive Improvements
Solar and Stellar Drives
Deschutes County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

SD30007

The subject project assessment submitted with Mr. Wimer's November 14, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for William A. Kaysen
G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 4, Fenton)

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 13 1977
File: PM FA
LG OP
TAA

RECEIVED
TECHNICAL SERVICES
DEC 12 '77
REFER TO
FOR
Info | Invest | R/D | R/R | Sign | Act | File

Not Listed

CATEGORY 3 PROJECT

NON-MAJOR

SOS-0900(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 14, 1976

Section Solar and Stellar Drive Improvements. Unit (if appl)

County Deschutes City Deschutes River Recreational Homesites

Highway Solar and Stellar Drives State Hwy. No.

Termini: M.P.(if appl) N/A Length Approx. 3 miles

Region 4 Construction Estimate $75,000.
Program Amount
(Safer Off-System Program)

B. Purpose of Project:

To improve the two main roads providing access to the Deschutes River Recreation Homesites area.

C. Origin & History of Project:

Deschutes County Special Road District No. 1 is responsible for maintaining the roads within the Deschutes River Recreation Homesites area. They have applied for Safer Off-System funds, and they have taxing power to provide their matching funds. They were interested in this program last year, but were not able to prioritize the project until this year.

D. General Description of Project:

The proposed project involves tree-clearing and minor road-widening within the existing rights-of-way and the placing of a rock base on the roadway.

Alignment: New_____ Existing ___X___ Combined_____

Typical Section: Existing: No. Lanes 2 ; Med.____; Shldrs.____; Parking_____

Proposed: No. Lanes 2 ; Med.____; Shldrs.____; Parking_____

Traffic: Existing Facility: Existing ADT * ; Projected ADT_____; Yr.____

Existing Level of Service_____

Proposed Facility: Projected ADT_____; Yr._____

Projected Level of Service_____

*ADT--Solar Drive-145; Stellar Drive-59.

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Abbott pit, nearby and belonging to USFS, is proposed as a material source. This source has been used for many local, county and some state construction jobs. The pit is located SE ¼, Sec. 3, T20S, R. 11E, Deschutes County.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

None to date.

Location or Design Alternatives (identify and describe):

The roads proposed for improvement are straight, and right-of-way is adequate, so no deviations from existing alignment or right-of-way were considered. Paving was discussed, however costs are prohibitive.

Other Descriptive Information or Comments:

The treatment of this roadway will consist of an annual oil spray of the improved road bed. This will reduce dust considerably.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The subdivision lies on an alluvial plain about 1270 meters above sea level. The dominant vegetation is third-growth lodge pole pine, with some second-growth Ponderosa. Bitterbrush and various grasses are common. The Deschutes River borders the subdivision on the east. No other permanent watercourses traverse the area. Subsurface drainage through the porous soils is excellent. Mule deer are common, ducks and geese frequent the river, and trout fishing is good. Average annual precipitation is 33 centimeters; January mean minimum temperature is -9°C; July mean maximum temperature is 27°C. Winter snowfall is fairly heavy.

2. Cultural:

Deschutes River Recreational Homesites is a subdivision of more than 1800 lots, located on 1150 acres on the west bank of the Deschutes River. There are about 100 permanently occupied homes. The development of Sunriver is adjacent to the north. The city of Bend is 15 miles to the north, and the town of Lapine is about the same distance to the south. Nearby land is owned primarily by the Deschutes National Forest.

Noise levels are generally low, although the Sunriver airport lies immediately to the north and noise from the light planes is a minor irritant. Air quality is high, except adjacent to the roads. Considerable dust is generated along the main roads (Solar and Stellar) because there is neither a surface treatment nor a rock base.

At least half of the permanent residents of the subdivision are retired. The vast majority of land-owners are non-resident holding the land for eventual retirement and/or speculation.
Midstate Electric Cooperative serves the area with overhead lines, and Pacific N.W. Bell has underground telephone cables.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way needed.

2. Estimated Impact on Traffic Patterns:

Patterns will not change, because the roads to be improved will remain the only accesses into the subdivision.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality should noticeably improve, by the considerable reduction of dust in the air from the road. Noise levels should not be affected, and the accident potential of roadside trees will also be reduced. The trees have been a hazard during the winter as the roads become icy and slick.

3. Estimated Impact on Land Use:

Development will not be affected. Almost all of the lots in the subdivision have already been sold by the developer.

Consequences:

Not significant

4. Expected Impact on Natural Ecological Resources:

Some third-growth lodgepole pine will be cut, from the roadside, within the right-of-way, to reduce the danger of accidents. Cutting will discontinuously extend along the roadways for a combined 2 miles. The nearby Deschutes River will not be affected by this project. No other critical areas have been identified.

Consequences:

This will not affect the local ecosystem to a significant degree.

5. Expected Impact on Cultural and Scenic Resources:

Since this is a wooded area, the limited clearing noted above will not damage the aesthetics of the area.

Consequences:

Not significant.

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflicts.

b. Noise Standards

This project determined to be unrelated to traffic noise increase; hence, no noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards

No conflicts.

d. Area Land Use and Transportation Plans, and Zoning

No conflicts.

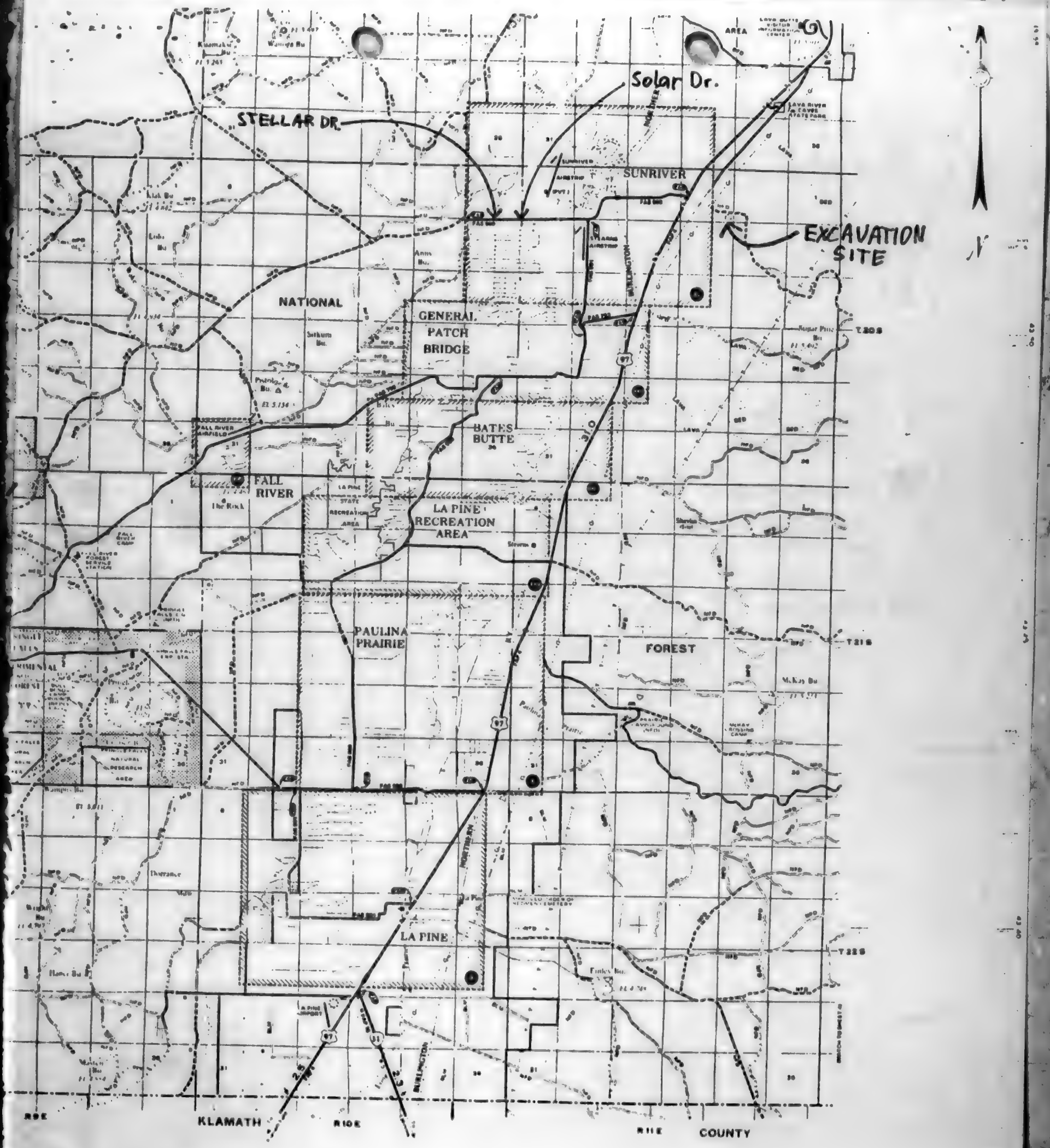
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



GENERAL HIGHWAY MAP

DESCHUTES COUNTY

Form FHWA 121 (Rev. 5-73)

3812

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 8, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-0900(-)
Solar and Stellar Drive Improvements
Solar and Stellar Drives
Deschutes County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Wimer's November 14, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 4, Fenton)

RECEIVED
TECHNICAL SERVICES
DEC 12 '77
REFER TO
Simer
FOR
Info | Inves | R/D | D/R | File | Ack | File

1/2

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

10-20-77

C.C. Frank Lowe
D.E. Swan
C.T. Massey
Jim Childs

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-0900(2)
Project Name Spring River Road - Elsinore Road Section on Stellar Road
Spring River Road - Pasadena Road Section on Solar Drive

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 20th day of October, 1977
Special Road District #1 in the
County of Deschutes

Certified By:

Regional Right-of-Way Supervisor
Date 11-17-77

County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8812

October 5, 1977

Special Road District No. 1
Deschutes County
Courthouse
Bend, OR 97701

misc. CONTRACTS and
AGREEMENTS No. 6250

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an Off-System Project on Spring River Road-Elaisore Road Section of Stellar Drive and the Spring River Road-Pasadena Road Section of Solar Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8812

Form 81-734-3039

10

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Solar and Stellar Drive Improvements SOS — Date September 20, 19 77

Highway Solar and Stellar Drives — Authorization No. 1

County Deschutes (Special Road Dist #1) — Survey Prefix 209-1982 (Assigned by Salem office)

Description of termini, route, length, etc.:

Solar and Stellar Drive Approx. 3 miles, Deschutes River Recreational Homesites.

Purpose of survey: Prepare plans, specifications and estimate for Solar and Stellar Drive which involves Grading, Base and Signing.

Estimate of cost:

Field	(901)	$ 7,500
Plans	(905)	2,000
Soils	(910)	1,000
Utilities	(914)	200
Specifications	(921)	300

SOS-0900(2)

1-17-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the ssistant State Highway Engineer, one copy will be sent to he Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey ntil approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 11,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

equests made by: G. W. Martin — Field Engineer

ecommended for Approval: Regional Engineer

Recommended for Approval: Frank E. Perkins — Location Engineer

Approved: E.J. Wuntch — Tech. Serv. Engr.

*10700-734

STATE FE [ ] CONST [ ]

FED-AID FE [X] CONST [X]

PUBLIC AFFR. [ ]

111

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Haef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the down-town area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rullen
D. N. Harwell
George Bell
Max Klotz

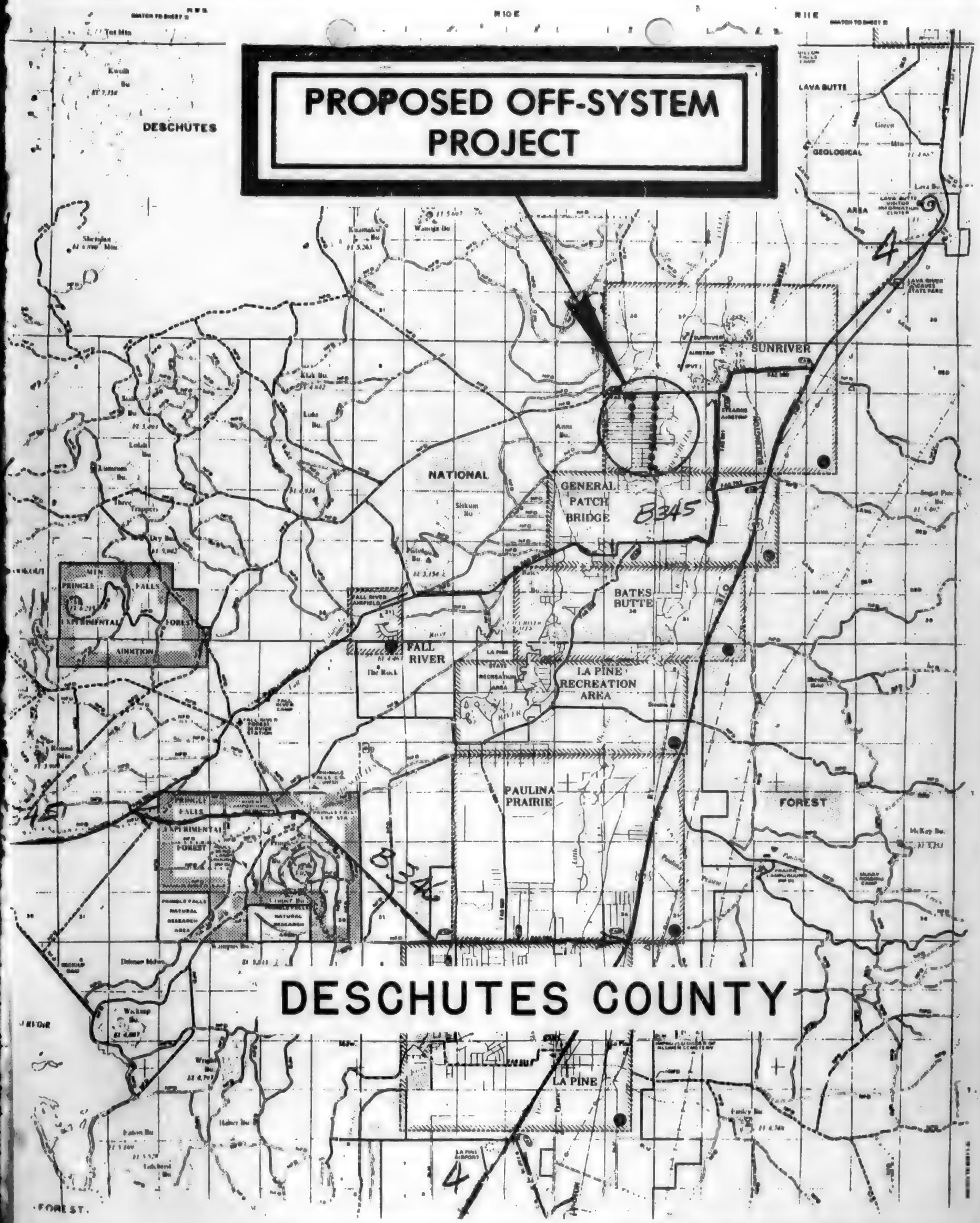
DESCHUTES COUNTY ROAD DISTRICT
Proposed SOS-R Project

Spring River Road-Elsinore Road Section
Stellar Road, and Spring River Road-
Pasadena Road Section, Solar Drive
Grade, Base and Sign
3.0 miles
$75,000

This project consists of constructing a compacted cinder base on Stellar Road and Solar Drive located within the Deschutes River Recreation Homesites southerly of Bend.

State will perform the preliminary engineering and a consultant will provide construction engineering services.

PROPOSED OFF-SYSTEM PROJECT



8812

505K

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
September 23, 1976

FILE: PRO 6

FROM: David S. Fenton
Regional Environmentalist
Regional Federal Aid Engineer

SUBJECT: Safer Off-System Application
Special Road District No. 1
Deschutes County

TO:
L. W. Rulien
Program Engineer

Deschutes County Special Road District No. 1, representing Deschutes River Recreational Homesites, has applied for the Safer Off-System Program. Enclosed are the Project Application, Project Assessment, and sketch maps.

I have reviewed this proposal in the field with one of our Resident Engineers and Road District personnel. Cost estimates were worked up by the Resident, so should be reasonably accurate. The project is of a nature that could easily be cut or extended to meet the $75,000 cost limitation. The Road District has taxing power, and is strongly in favor of this project.

David Fenton

7-20-77
ASSESSMENT
TO POTTER
N

DSF:pw
Enclosures
cc: Gary Potter, w/ encl.

RECEIVED
COUNTY & CITY SECTION
SEP 24 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☑ DPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
SEP 24 '76
RETURN TO:
FOR
Take | Investigate | R/D | Action | File | Letter | See me

FEDERAL AID PROJECT REQUEST

Date September 22, 1976

Applicant Agency Deschutes County Special Road District No. 1

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name SOLAR & STELLAR

Project Name Deschutes River Recreation Homesites Road Improvement

SPRING RIVER RD-ELSINORE RD., STELLAR DR. & SPRING RIVER RD-PASADENA RD., SOLAR DRIVE

Project Length 3 miles Project Location (Attach sketch map)

Project Description Improvement of two arterial roads by tree clearing, ballasting, surface stabilization and signing

Average Daily Traffic 204 (145 Solar; 59 Stellar) Design Speed 25 MPH

Complete Applicable Sections:

SOS-0901(1)

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 28 feet Travel Lanes two Shoulders None

Medians None Parking None

Sidewalks None

Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width ~~28~~ 31 feet Travel Lanes Two Shoulders 1½' & 1½'

Medians None Parking None

Curbed No Length Curb Radii None

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 60 Feet Minimum 60 Feet Maximum 60 Feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks

RECEIVED
COUNTY & CITY SECTION
SEP 24 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No__X__

   Name of Railroad_____
   Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

   Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — James Dowd, Chairman Deschutes County Special Road District No. 1 Office Bend, Oregon
2. Environmental — _____ Office
3. Public Hearing — _____ Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State__X__ Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Clearing and grubbing prior to award of contract

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 63,373.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other Signing	227.00
Preliminary engineering	
PROJECT TOTAL	$ 63,600.00

Remarks This is an open end project and road base preparation can extend beyond the 3 miles to make the project total $75,000.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

~~CITY OF~~ Deschutes County Special ~~Road District~~ Road District No. 1 ~~COUNTY~~

By James F. Bond

By_____

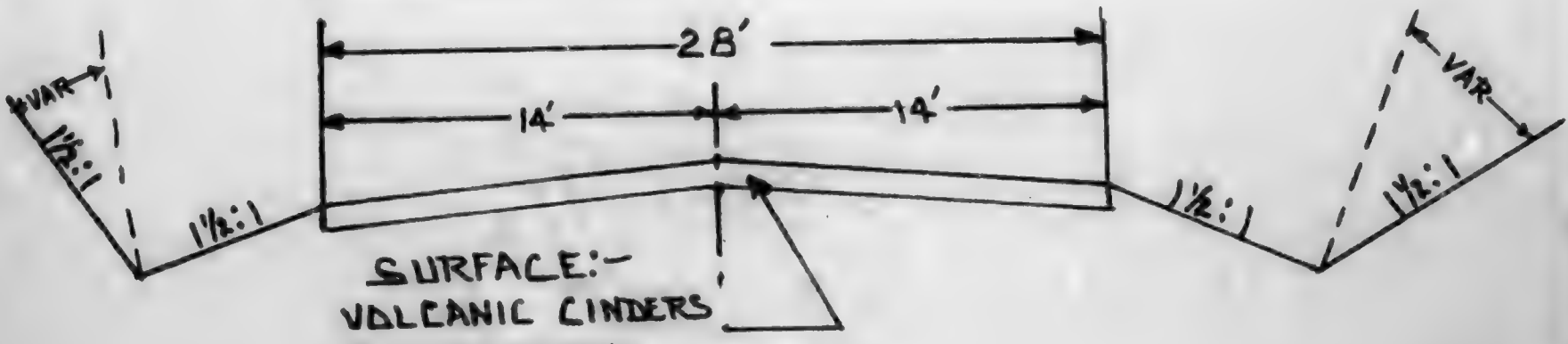
By_____

By_____

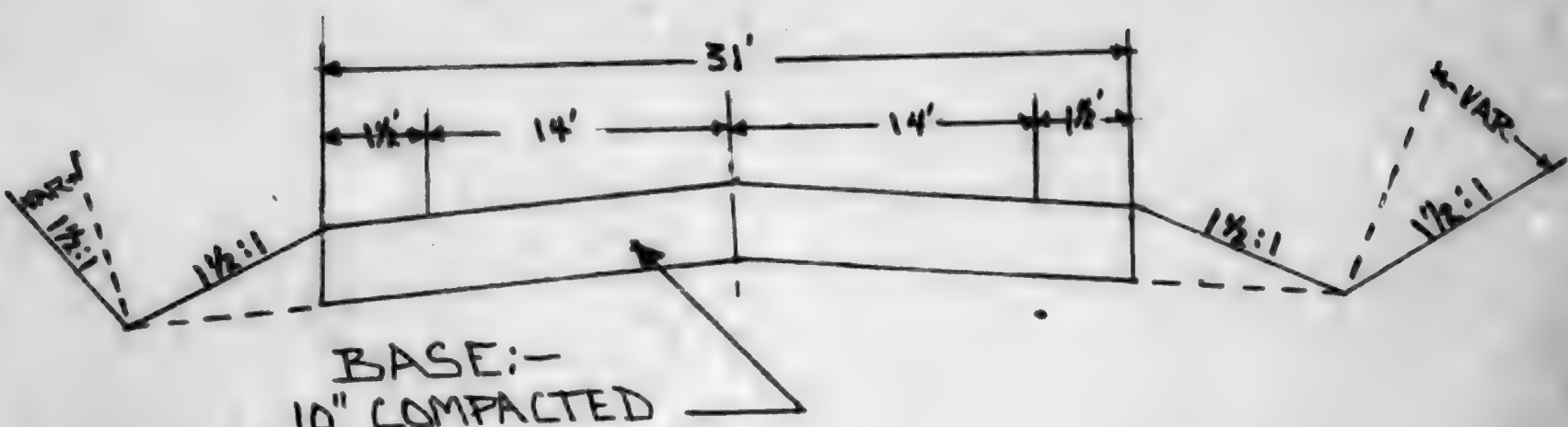
By_____

TYPICAL SECTIONS

I - 1 EXISTING ROADWAY

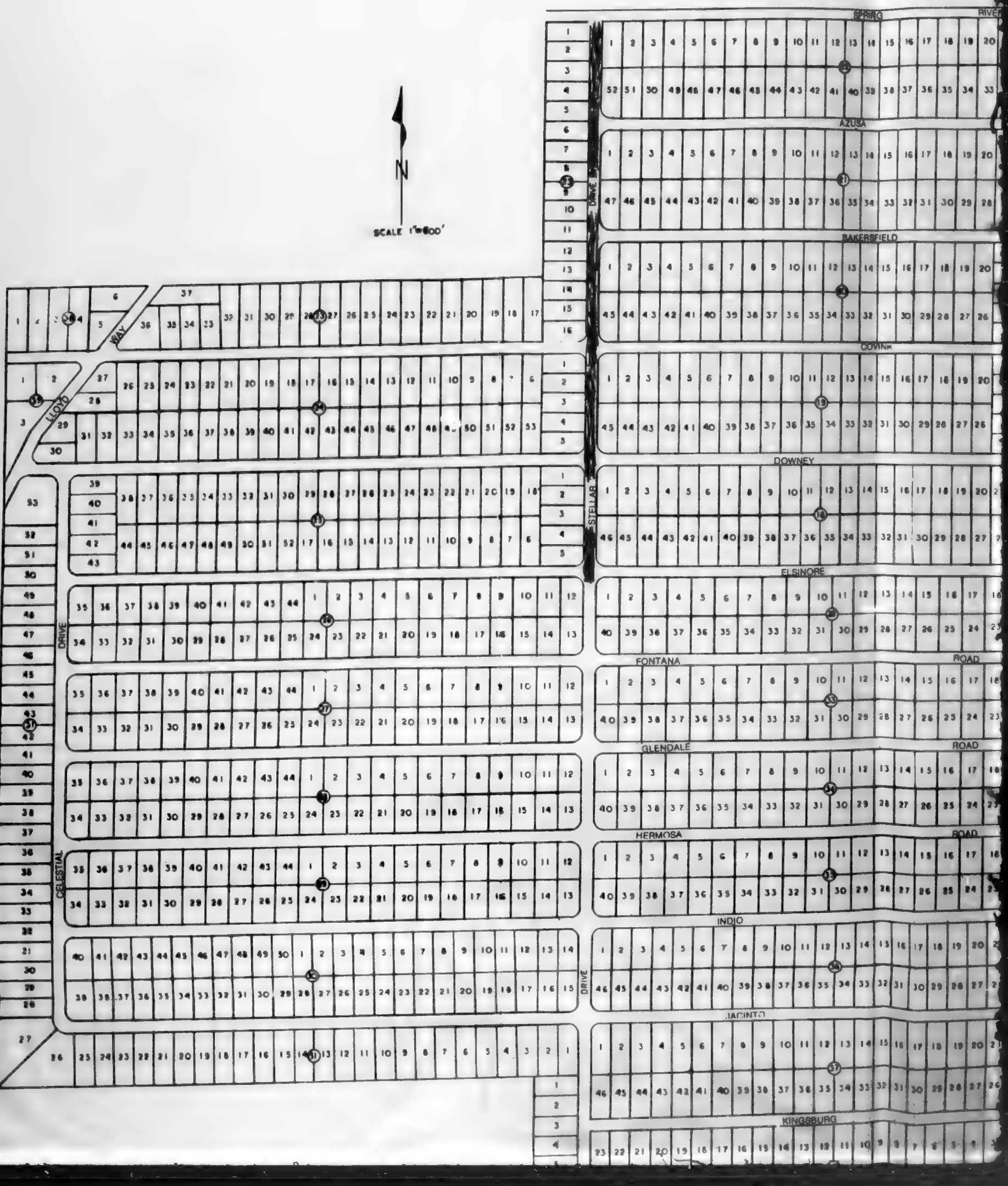


I - 2 DESIRED ROADWAY



Solar and Stellar Drives
Safer Off-System Project
Deschutes County

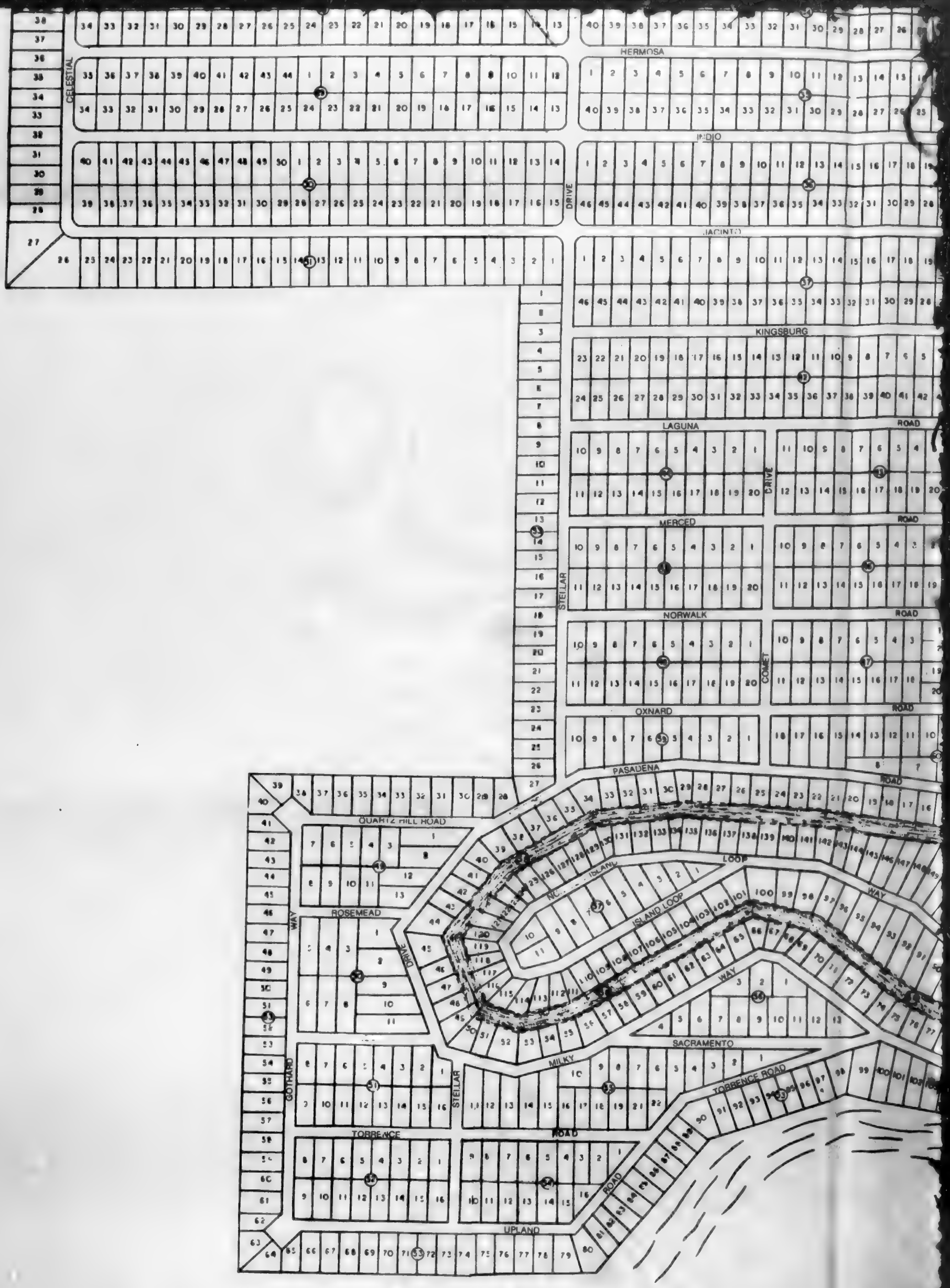
DESCHUTES RIVE
RECREATION HOMESI
DESCHUTES CO, OR



HUTES RIVER

TION HOMESITES

HUTES CO, ORE.


CELESTIAL
HERMOSA
IRIDIO
DRIVE
JACINTO
KINGSBURG
LAGUNA
ROAD
DRIVE
MERCED
ROAD
STELLAR
NORWALK
ROAD
COMET
OXNARD
ROAD
PASADENA
ROAD
QUARTZ HILL ROAD
ISLAND LOOP
WAY
ROSEMEAD
WAY
DRIVE
SACRAMENTO
MILKY
TORRENCE ROAD
GOTHARD
STELLAR
TORRENCE
ROAD
UPLAND
ROAD

DESCHUTES

RIVER

DESCHUTES

1978 Cedar St.-Oak St. 8813
Sec. of 6th St. in
Oakland. (Gr. & pave)

C4A 6241 10-5-77

8813

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Mr. Arthur Homewood, Mayor
City of Oakland
P.O. Box 788
Oakland, OR 97462

December 28, 1981

In Reply Refer to
File No.: CON 5

Dear Mayor Homewood,

I have received a response to the City of Oakland's request for a time extension to pay the balance owed ($5,873.00) on the Cedar Street - Oak Street Section of 6th Street.

The time extension has been granted with the suggestion that two equal payments be made, one shortly after July 1, 1982 and the other shortly after July 1, 1983.

I sincerely hope this does not present an undue hardship on the city. If I may be of further assistance do not hesitate to write or call.

Cordially,

ALFRED SHIRLEY, JR.
Region Engineer

ORIGINAL SIGNED BY JACK AYRES

By JACK AYRES
Region Federal Aid Specialist

ja/cp

cc: D.H. Moehring
M. Havig
Jan Peterson

Form 734-3122

8813

HIGHWAY DIVISION

PRO 6

December 22, 1981

Jack Ayres
Region 3 Engineer

D. E. Swan, P.E.
Operation Programming Engineer

Cedar Street-Oak Street Section
6th Street
City of Oakland
SOS-1001(1)

The time extension requested by the City of Oakland to pay the balance ($5,873.00) of their share of the project has been granted. We would suggest that they do this in two equal payments, one shortly after July 1, 1982 and the other shortly after July 1, 1983.

Marty Navig's letter to the contractor, dated June 1, 1979, informed the City of an anticipated overrun. The only thing they may not have realized then was that it would reach this magnitude. In hindsight, we should have requested an additional deposit then, or requested that the City budget for the additional cost in 1980 and 1981.

HR:pf

8813

CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: D.H. Moehring
Asst. State Highway Engineer

DATE: December 8, 1981
ATTN: Hal Reynoldson
Buz Swan

FROM: Jack Ayres
Region Federal Aid Specialist

SUBJECT: Final Billing
Cedar St. - Oak St. (Oakland)
Contract 8813
SOS-1001(1)

Attached is a letter from Mayor Arthur E. Homewood of the City of Oakland. I requested this letter pursuant to a meeting between the City of Oakland, Marty Havig and myself.

The letter refers to a deferment payment method for final closing costs on an SOS project completed nearly two years ago. The letter being self-explanatory, explains the city's plight. I recommend that we allow them the two fiscal years they request for final payment on this project.

Pintail Point
plus?

ja/cp
attach.
cc: M. Havig

Contains
Recycled
Materials
81-125-1387

City of

OAKLAND

FOUNDED 1852 INCORPORATED 1878

117 S. E. THIRD
P. O. BOX 788
OAKLAND, OREGON 97462

December 7, 1981

Mr. Jack Ayers
Regional Federal-Aid Engineer
Region 3 - Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

HISTORIC

Re: Invoice No. 132056, dated
6-24-81 - Project SOS-1001(1)
Contract No. 8813 - Oakland

Dear Mr. Ayers:

At your request, we are writing to you concerning the final billing the City received in the amount of $5,873.00 in connection with the above project.

As you aware, city budgets usually begin to take shape 6 to 8 months prior to the fiscal year beginning July 1. Oakland's allocations for street projects have been expended for fiscal year 81-82, and we are therefore unable to pay this final billing at this time.

We will, however, consider this sum for payment in two installments, during fiscal years 82-83 and 83-84. Had we been aware that there was any amount owing on the project when this year's budget was being formulated, funds most likely could have been allocated for payment during this fiscal year.

If the Budget Committee feels the entire sum should be paid during 82-83, then we will take that course. Budget meetings will begin soon after the first of the year, and as soon as we can determine how this payment will be made, we will let your office know.

Sincerely,

Arthur E. Homewood

Arthur E. Homewood, Mayor
CITY OF OAKLAND

AEH:gn
cc: Marty Havig

copy to: Hal Reynoldson
Buez Swan

8813

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 132056

FORM 81-734-1180

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-24-81	CC 81-32	

CREDIT DISTRIBUTION

324.02
310-1084-296-00-000 5,873.83
310-1084-295-00-000 (5,873.83)

NEW: ØAKLAND

City of Oakland
City Hall
Oakland, OR 97462
Attn: Honorable Arthur E. Homewood, Mayor

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Cedar Stree-Oak Street section in Oakland. This is an OFF SYSTEM Project No. SOS-1001(1)			
Total Project Cost			$84,743.35
Less Federal Funds			64,500.00
Less City Advance Deposit			14,370.00
AMOUNT DUE			$ 5,873.00

85

8813

Form 734-1.91 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-8-81	CC 81-32	

CREDIT DISTRIBUTION
310-1977-295
319-1006-295

BILL TO: Code:

City of Oakland

City Hall

Oakland, Oregon 97462

Attn: Honorable Arthur E. Homewood, Mayor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Cedar Street-Oak Street Section in Oakland. This is an OFF SYSTEM Project No. SOS-1001(1)			
Total Project Cost			$84,743.85
Less Federal Funds			64,500.00
Less City Advance Deposit			14,370.00
AMOUNT DUE STATE			$ 5,873.85
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount	$ 14,370.00
Advance Deposit Previously Transferred to Highway Fund	$ 10,370.00
Balance	$ 4,000.00
Transfer to Highway Fund	$ 4,000.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1895

Amount Due . . . . . $ 5,873.85

Submitted by:

Harold Reynoldson

Approved:

D. E. Swan

SP°35736-734

8813

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 8, 1981

CITY OAKLAND Contract No. 8813 Date Completed

PROJECT # SOS-1001(1) Section Cedar Street-Oak Street on 6th Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	$ 7,414.65
Construction	
Payment to Contractor	$62,541.50
Engineering	14,787.70
TOTAL CONSTRUCTION COST	$77,329.20
Total Project Cost	$84,743.85
Less Federal Funds	64,500.00
Less City Advance Deposit	14,370.00
AMOUNT DUE STATE	$ 5,873.85

Reference: Billing Form CC 81-32

		310	1073	900	00	N	1		
				TOT	P1				
				TOT	N1				
				** JOB TOTALS **				**	
CEDAR ST-OAK ST(OAKLAND)	CONT NO	8813	& FA	PROJ NOS	SOS	001001	100		
		310	1084	201	00	P	1		
		310	1084	201	00	N	1		
		310	1084	206	00	N	1		
		310	1084	295	00	N	9		361.77
		310	1084	296	00	N	9		361.77
		310	1084	900	00	P	1		9,792.88
		310	1084	900	00	N	1		9,416.42
		310	1084	920	00	P	1		
		310	1084	950	00	P	1		
				TOT	P1				9,792.88
				TOT	N1				9,416.42
				** JOB TOTALS **				**	376.46

4-81

APRIL 1981

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
W STEWART PRK WY-W HORVOR) AVE CONT NO	8913 &	FA PROJ NOS	M	135001	100
	310 1088	201	00	P	1
	310 1088	201	00	N	1
	310 1088	206	00	N	1
	310 1088	210	00	P	1
	310 1088	295	00	N	9 144.68
	310 1088	296	00	N	9 144.68CR
	310 1088	298	00	N	9
	310 1088	900	00	P	1
	310 1088	900	00	N	1
	310 1088	920	00	P	1
	310 1088	921	00	P	1
		TOT	P1		
		TOT	N1		
		** JOB TOTALS **		**	
NE VENTILLA-NE 4TH AV SUTHERL CONT NO	0000	FA PROJ NOS	SOS	002001	100
	310 1090	900	00	P	1
	310 1090	920	00	P	1
		TOT	P1		
		** JOB TOTALS **		**	
8813					
BRDR KING & DOUGLAS ST(ROSEBU CONT NO		FA PROJ NOS	RRS	005047	100 RRO 005047
	310 1091	205	01	P	1
	310 1091	270	01	P	1
	310 1091	296	00	N	9

310	1073	900	00	N	1					506.44		77	80
		TOT		P	1					133,381.02			
		TOT		N	1					521.97			
		** JOB TOTALS **					**		**	133,902.99	**		

CONT NO 8813 * FA PROJ NOS SOS 001001 100 — STATE

310	1084	201	00	P	1					62,478.16		79	79
310	1084	201	00	N	1					55.35		79	79
310	1084	206	00	N	1					7.99		79	79
310	1084	295	00	N	9					10,000.00		78	78
310	1084	296	00	N	9		361.77			68,138.23CR		78	81
310	1084	298	00	N	9		361.77CR			58,138.23		78	81
310	1084	900	00	P	1		9,792.88CR			5,072.61		78	81
310	1084	900	00	N	1		9,416.42			9,505.68		78	81
310	1084	920	00	P	1					17.18		78	78
310	1084	921	00	P	1					192.23		79	79
		TOT		P	1		9,792.88CR			67,760.18			
		TOT		N	1		9,416.42			9,569.02			
		** JOB TOTALS **					**	376.46CR	**	77,329.20	**		

APRIL 1981 — PAGE 189

PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		ACTIVE YRS BEG	ACTIVE YRS END
CONT NO 8913 * FA PROJ NOS M 135001 100										STATE		
310	1088	201	00	P	1				27,551.40		79	80
310	1088	201	00	N	1				261.00		79	79
310	1088	206	00	N	1				25.87		80	80
310	1088	210	01	P	1				11,861.83		79	79
310	1088	295	00	N	9	144.68	644.68		3,459.68		79	81
310	1088	296	00	N	9	144.68CR	379.11CR		41,638.11CR		79	81
310	1088	298	00	N	9		265.57CR		38,178.43		79	80
310	1088	900	00	P	1				4,887.04		79	80
310	1088	900	00	N	1		11.48		11.48		80	80
310	1088	920	00	P	1				55.70		79	79
310	1088	921	00	P	1				156.60		79	79
		TOT		P	1				44,512.57			
		TOT		N	1		11.48		298.35			
		** JOB TOTALS **				**	11.48	**	44,810.92	**		

L CONT NO 0000 FA PROJ NOS SOS 002001 100 — STATE

310	1090	900	00	P	1					354.93		79	80
310	1090	920	00	P	1					12.74		79	79
		TOT		P	1					367.67			
		** JOB TOTALS **					**		**	367.67	**		

U CONT NO FA PROJ NOS PRS 005047 100 ARO 005047 — STATE

310	1091	205	01	P	1		3,862.00CR			3,862.00CR		80	80
310	1091	270	01	P	1		38,620.00			38,620.00		80	80
310	1091	296	00	N	9		31,475.34CR			31,503.29CR			81

TOTAL TO DATE JOB COST SUMMARY

APRIL

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISC YEAR TO
CEDAR ST-OAK ST. OAKLAND	CONT NO	* FA PROJ NOS	SOS	001001 100	
	310 1977	295	00 N 9		
	310 1977	296	00 N 9		
	310 1977	298	00 N 9		
	310 1977	901	00 P 1		
	310 1977	905	00 P 1		
	310 1977	910	00 P 1		
	310 1977	911	00 P 1		
	310 1977	914	00 P 1		
	310 1977	918	00 P 1		
	310 1977	921	00 P 1		
	310 1977	922	00 P 1		
	310 1977	923	00 P 1		
		TOT	P1		
		** JOB TOTALS **			**
ME 6TH-NE CENTRAL SUTHRLN	CONT NO	* FA PROJ NOS	SOS	002001 100	
	310 1978	295	00 N 9		
	310 1978	296	00 N 9		
	310 1978	298	00 N 9		
	310 1978	901	00 P 1		
	310 1978	904	00 P 1		
	310 1978	905	00 P 1		
	310 1978	910	00 P 1		
	310 1978	911	00 P 1		
	310 1978	914	00 P 1		
	310 1978	920	00 P 1	25.20	
	310 1978	921	00 P 1		
	310 1978	922	00 P 1		
	310 1978	923	00 P 1		
		TOT	P1	25.20	
		TOT	M1		
		** JOB TOTALS **		25.20	**
SPRR XING&DOUGLAS ROSEBURG	CONT NO	FA PROJ NOS	RRO	000047 100	
	310 1979	296	00 N 9	12.88CR	
	310 1979	298	00 N 9	12.44	
	310 1979	905	00 P 1		
	310 1979	913	00 P 1	13.82	
		TOT	P1	1.38	
		** JOB TOTALS **		13.82	**
SPRR D'XING OAK&MARSH, ROSEBURG	CONT NO	FA PROJ NOS M		040001 100	
	310 1982	296	00 N 9	4.17E.75CR	

APRIL 1981 PAGE 742

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
CONT NO		FA PROJ NOS SOS 001001 100					STATE
310	1977	295	00 N 9			370.00	
310	1977	296	00 N 9		361.77CR	6,731.77CR	
310	1977	298	00 N 9		361.77	6,361.77	
310	1977	901	00 P 1		568.95	3,614.75	
310	1977	905	00 P 1			1,885.50	
310	1977	910	00 P 1			674.49	
310	1977	911	00 P 1			223.45	
310	1977	914	00 P 1			34.31	
310	1977	918	00 P 1			30.40	
310	1977	921	00 P 1		185.29CR	708.37	
310	1977	922	00 P 1		4.28	16.45	
310	1977	923	00 P 1			226.93	
		TOT	P1		387.94	7,414.65	
		** JOB TOTALS **		**	387.94 **	7,414.65 **	
CONT NO		FA PROJ NOS SOS 002001 100					STATE
310	1978	295	00 N 9			3,123.00	
310	1978	296	00 N 9			10,168.00CR	
310	1978	298	00 N 9			7,045.00	
310	1978	901	00 P 1		444.75	1,309.78	
310	1978	904	00 P 1			2,045.30	
310	1978	904	00 N 1			13,685.27	
310	1978	905	00 P 1			768.18	
310	1978	910	00 P 1			1,155.48	
310	1978	911	00 P 1			309.60	
310	1978	914	00 P 1			56.34	
310	1978	920	00 P 1	25.20	25.20	68.70	
310	1978	921	00 P 1			983.11	
310	1978	922	00 P 1			48.51	
310	1978	923	00 P 1			241.12	
		TOT	P1	25.20	469.95	12,005.82	
		TOT	N1			13,685.27	
		** JOB TOTALS **		25.20 **	469.95 **	25,691.09 **	
CONT NO		FA PROJ NOS RRO 005047 100					STATE
310	1979	296	00 N 9	12.99CR	12.99CR	67.21CR	
310	1979	298	00 N 9	12.44	12.44	67.21	
310	1979	905	00 P 1			60.86	
310	1979	913	00 P 1	13.82	13.82	13.82	
		TOT	P1	13.82	13.82	74.68	
		** JOB TOTALS **		13.82 **	13.82 **	74.68 **	
RG CONT NO		FA PROJ NOS M 040001 100					STATE
310	1982	296	00 N 9	4,178.75CR	33,430.23CR	42,671.71CR	

8213

3-18-81

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: SOS-1001(1) Revised
PROGRAM APPROVED	VOUCHER PERIOD From: 1-17-78 To: 8-29-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$84,743.85	$75,174.83	85.80%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 3/18/81

0.00

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Cedar St.-Oak St. (Oakland) Section City Street (6th St.) Douglas County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 7,414.65	
	Construction Type Code 6201 Roadway (Sta. 0+20 To Sta. 10+60) Final Contract Payment Summary	Lump Sum			62,478.16	
	Construction Engineering State	All Required			5,282.02	
	Total Participating Construction				$67,760.18	
	Total Participating Costs				$75,174.83	
	Nonparticipating Items Final Contract Payment Summary	Lump Sum			55.35	
	Interest on Final Payments	All Required			7.99	
	Construction Engineering	All Required			9,505.67	
	Total Nonparticipating Costs				$ 9,569.01	
	Total Project Costs				$84,743.85	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/12/81					

AMOUNT CARRIED FORWARD

GPO 944 893

8813

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8-29-80

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-1001(1)	Douglas	Oregon 8813

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved (1) construction of roadbed grading, lime treated subgrade, and asphalt concrete pavement, (2) removal of existing drainage items and construction of new drainage items, and (3) construction of concrete curbs. All work was completed July 13, 1979 on the Cedar St.-Oak St. (Oakland) Section in Douglas County.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Roseburg Paving, Inc.	$ 62,360.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* [signature]

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR SEP 2'80 REFER TO [signature] FOR File Info Invest R/D D/R Sign Act

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.197	36		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
T. P. Lowe, FHWA	7-11-79

12. IN COMPANY WITH
J. Gix and H. Havig, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE [signature] T. P. Lowe

14. TITLE	15. DATE
Area Engineer	8/26/80

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE [signature] G. K. Hossner

17. TITLE	18. DATE
Field Operations Engineer	8/29/80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

5813 9-79

Cedar St. - Oak St. Sec. - on 6th St.
City of Oakland
SCS - 1001(1)

City informed of the over run coming - last of May 79
Work completed 7-13-79

Total Cost of Project	#84,743.85
Federal Funds	64,500.00
City's advance deposit	14,370.00

Charges after project completion

Aug 79 -	Eng.	#2,082	
Sept 79	Const. & Eng.	2,756	
Oct 79	Eng	53	
Nov 79	Eng	49	
Dec 79	Eng.	408	
Jan 80	Eng	301	
Feb 80 to Sept - No charges		#11	Construction
Sept 81	Eng		
Oct 80 to Dec 80	No charges	#365	Transfers only not real charges
Dec 81	Eng.		
Jan 81 to May 81	no charges	#26	showing costs on supplies etc
June 81	Eng		

#361 M. Havig, #4 Final Design
M. Havig

M. Havig and R. Busey
#19 Lab. #29 - M. Harris
Graphic Services of ODOT
#14 Blue Print #272 Graphics, #19 - F. Design

Work Completed July 13, 1979

Sam, Fin 9-79

310 -
N. Oakland - Sutherland - Freeway

610 - 1078 - Sec

310 - 1095 x 76 Sol
RR Xing Grade Xing
Winchester
310-1098 - Signal Douglas St.

Cedar St – Oak St section on 11th St.
City of Oakland
SOS 1001(1)

Total cost of project	(including PE)	$84,743.85
Federal Funds		$67,500.00
City's advance deposit		14,370.00

Aug 79	Engineering,	$27,800.31	
		25,714.01	
		$2,086.30	
Sept 79	Contractor &	$30,556.51	
	Engineering	27,800.31	
		2,756.20	
Oct 79	Engineering	30,609.60	
		30,556.51	
		53.09	
Nov 79	Engineering	30,658.35	
		30,609.60	
		48.75	
Da 79	Engineering	31,066.35	
		30,658.35	
		408.00	
Jan 80	Engineering	31,367.99	
		31,066.35	
		301.64	
Feb 80 to Sept 80	No charges		
Sept 80	Engineering		11.48
	No charges to Dec 80		
Dec 80	Engineering		364.98
Dec 80 to June 81	No charges		
June 81	Engineering		37.55

City return of Power from last of May 79

Work Completed 7-13-79

62, 361.00 — 72, 541-20

62, 478. — 77, 395.20

8813

September 21, 1979

Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8813 awarded to Roseburg Paving, Inc. for work on the Cedar St.-Oak St. Section of 6th St. in Oakland, Douglas County, was completed on July 13, 1979, and accepted by the State Highway Engineer on September 19, 1979.

Final payment in the amount of $2,665.02 will be released to the contractor after September 26, 1979. The total contract amount is $62,533.51 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8812

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDE[illegible] HIGHWAY ADMINISTRATION

FINAL INSPECTION OF FEDERAL-AID PROJECT
CONSTRUCTED UNDER 23 U.S.C. 117

7-21-79

Contract 8813

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-1001(1)	Douglas	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grading, paving and miscellaneous appurtenances on the Cedar St. - Oak St. Section of 6th Street in the City of Oakland.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Roseburg Paving, Inc.	$ 62,360.00

7. NOTICE OF COMPLETION: *The above listed project has been completed and is ready for final inspection.*

SIGNATURE *(SHA OFFICIAL)* Dave Canfield for C. T. Keasey

TITLE Ass't. State Highway Engineer

8. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	9. DATE OF INSPECTION
T. P. Lowe, Area Engineer	7-11-79

10. IN COMPANY WITH
M. Havig and J. Gix, OSHD

11. REMARKS

CEDAR ST.-OAK ST. (North Oakland)
CITY STREET-(6th)
Grading and Paving

Scope of Inspection

The completed work was reviewed in the field.

Findings

The State changed some of the planned lime treated subgrade to cement treated subgrading during construction due to the type of soil encountered.

The State advised there were no significant materials problems on this project.

Although excavation overran about 50%, the overall project was within 2% of the contract amount.

The completed work appeared satisfactory. Acceptance of the project is recommended.

RECEIVED STATE HWY ENGR
AUG 23 '79
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

12. SIGNATURE	13. TITLE	14. DATE
T. P. Lowe	Area Engineer	8-21-79

Form FHWA-1446C
(Rev. 2-78)

8813 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ceder St.-Oak St. (Oakalnd)		WEEK ENDING: July 21, 1979
		SECTION PREFIX: 310-1084
HIGHWAY: City St. (6th)		COUNTY: Douglas
NAME OF JOB: Ceder St. -Oak St. (Oakland)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Roseburg Paving Inc.	CONTRACT NUMBER: 8813	FEDERAL AID PROJECT NUMBER: SOS-1001(1)
DATE OF CONTRACT: Sept 29, 1978	DATE WORK STARTED: May 4, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: work 150	WORK DAYS USED: work 102
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 68
PROJECT AUTHORIZATION: $ 72,647.20	ENGINEERING AUTHORIZATION: $ 6,336	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 63,486.55	This week 175	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 63,486.55	ENGINEERING COST TO DATE: $ 10.083	DATE PROJECT WAS COMPLETED: July 13, 1979
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9 %	PERCENT OF AUTHORIZATION 159 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.178				0.178
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.178				0.178
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,570 C.Y.				750 tons
TOTAL QUANTITIES CORRECTED TO DATE	2,123 "				695.58 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "				" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Clear & Hot	0		
MONDAY 16	" "	0		
TUESDAY 17	" "	0		
WEDNESDAY 18	" "	0		
THURSDAY 19	" "	0		
FRIDAY 20	" "	0		
SATURDAY 21	" "	0		

RECEIVED
JUL 23 1979
CONSTRUCTION BRANCH

Kessey, Richards, Ledumont, Berg, Hopkins, Inlow, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by the contractor
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	

REMARKS

Contract Completed 7/13/79. Seconed notification submitted.
This will be the last weekly report. Semi-final estimate submitted 7/17/79

Mileage to end of shift Thur for this month 1,357

RECEIVED
JUL 23 1979
CONSTRUCTION
BRANCH

SIGNED M. G. Haing
John R McLaughlin

LOCATION Roseburg, Or

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

R. B. KLABOE
Administrator and
State Highway Engineer

Roseburg, Orego
June 1, 1979

Re: Temporay Suspension of Work
Ceder St.-Oak St. (Oakland)
City of Oakland
Contract 8813

Roseburg Paving Inc
P.O. Box 1427
Roseburg, Oregon

Dear Sir;

This is to confirm my hand written letter addressed to Bill Chandler 5/31/79 advising him the temporary suspension of work was lifted noon 5/31/79. Calendar Work Day Charges will again commence that date.

Proable oreruns in the contract were discussed with the City of Oakland and we can now proceed with the contract.

Very truly yours,
M.G. Havig
M.G. Havig
Resident Engineer

cc: Construction
Region
Local Gov't. Sect.
City of Oakland
File

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 1 1979
File: PM FA
LG OP
TAA

Form 61-734-5122

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Roseburg, Oregon
May 30, 1979

Re: Temporary Shutdown Order
Ceder St.-Oak St. (Oakland)
City Streets
Douglas County
Contract 8813
SDS

Roseburg Paving Inc.
P.O. Box 1427
Roseburg, Or

This is to confirm my ins truction to your foreman Olin Edwards that a temporary shutdown order was issued from this office. The shutdown was necessitad when it became apparent that an overrun of the project authorization could occur. Since this project involves funding from the City of Oakland it is necessary to discuss any overrun with them.

The shutdown was effective 12:00 noon 5/29/79 and should be lifted in a day or two.

Very truly yours,

M.G. Havig
Resident Engineer

cc: Construction
Region
Local Gov't. Sect.
City of Oakland
File

HAL

S/MR

Form 81-734-3122

8813

DATE: May 11, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

Federal-aid Project
No. SOS-1001(1)

SUBJECT: Notification Contract Work Started

Contract 8813, Work Started May 4, 1979

Project Cedar St.-Oak St. (Oakland)

Highway City Street (6th St.)

County Douglas

RDC:mk

cc: R. D. Church

8813.1

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-83		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 1	10-13-78	Project Number SOS-1001(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,000	$ 79,547
Federal funds	$ 3,430	$ 64,500
Other revisions		

This modification is made for the following reasons:
Addition of construction phase and increase in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

XX By for: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 464

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal-Aid Project
No. SOS-1001(1)

CEDAR ST.-OAK ST. (OAKLAND) SECTION
CITY STREET (6TH ST.)
DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 7,000.00
Type Code 6201			
Roadway (Sta. 0+20 to Sta. 10+60)			
Mobilization	All Required		$ 6,000.00
Removal of Structures and Obstructions	All Required		4,000.00
General Excavation	1,570 cu.yd.	4.00	6,280.00
Trench Excavation	75 cu.yd.	15.00	1,125.00
Aggregate Base	70 cu.yd.	15.00	1,050.00
Lime Treated Subgrade	4,200 sq.yd.	1.70	7,140.00
Lime for Treated Subgrade	65 ton	90.00	5,850.00
Class "B" Asphalt Concrete	750 ton	21.50	16,125.00
48-inch Culvert Pipe	8 lin.ft.	75.00	600.00
12-inch Sewer Pipe	120 lin.ft.	12.00	1,440.00
4-inch P.V.C. Pipe	180 lin.ft.	5.00	900.00
Concrete Inlets, Type CG-1	2 each	425.00	850.00
Concrete Curbs	2,000 lin.ft.	4.50	9,000.00
Extra for Asphalt Approaches	12 each	150.00	1,800.00
Adjusting Manholes	1 each	200.00	200.00
			$62,360.00
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required		$ 500.00
Temporary Erosion Control (E.W.)	All Required		500.00
			$ 1,000.00
	Subtotal		$63,360.00
	Engineering		9,187.00
	Total		$72,547.00

Length of Roadway - - - - 0.197 Mile
Cost of Roadway Per Mile- $368,258.88

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal-Aid Project
No. SOS-1001(1)

SUMMARY OF FUNDS 85.77%

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,000	$ 6,000	$ 1,000
Roadway	72,547	58,500	14,047
Total	$79,547	$64,500	$15,047

Group 1 - 100%
Contract No. ~~8013~~ 8813
Prefix: 310-1977
Prefix: 310-1084

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 6-83	FEDERAL-AID PROJECT AGREEMENT 6-7-78	County: Douglas
		Project No.: SOS-1001(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 6th St., Cedar St. to Oak St. (Oakland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-17-78	0.189
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,000.00	$ 3,430.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E. J. Hunter

Technical Services Engineer
(Title)

By D. J. Roberts

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cuneo
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 7 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon - June 1, 1978

Federal Aid Project
No. SOS-1001(1)

CEDAR ST.-OAK ST. (OAKLAND) SECTION
DOUGLAS COUNTY

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 4,000.00
		$ 4,000.00

Length of Project: 0.189 Miles

Summary of Funds

Description	Total Costs	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 4,000	$ 3,430	$ ----	$ 570
Retain in PS&E (Roadwork)	75,000	61,070	----	13,930
Total	$79,000	$64,500	$ ----	$14,500

Prefix 310-1977
Group 1

8813

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-13-78	CC 1895	

CREDIT DISTRIBUTION

310-1977
310-1084

BILL TO: Code:

City of Oakland

City Hall

Oakland, Oregon 97462

Att: Mrs. Geraldine Nickle, City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Transfer of the advance deposit for the construction of the Cedar St.-Oak St. Section on 6th St. SOS-1001(1) AD 362 AD 507			

Advance Deposit Amount	$ 570.00 13,800.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 14,370.00
Transfer to Highway Fund	$ 10,370.00
Refund Due	$ --
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynolds
Harold Reynoldson

Approved:

Gerald W. Wimer
Gerald W. Wimer

SP*35736-734

8813

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 13, 1978

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8813 for work on the Cedar Street-Oak Street Section of 6th Street in Oakland, Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Fidelity & Deposit Company of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Martin Hevig

ROADS AND STREETS • PARKING LOTS • DRIVEWAYS • EXCAVATION AND GRADING

ROSEBURG PAVING CO.

503/679-6744
Hiway 99 South • P. O. Box 1427
ROSEBURG, OR 97470

October 9, 1978

Oregon Transportation Commission
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

Enclosed are two signed copies of the contract and bond for Cedar Street--Oak Street in Oakland, Contract #8813.

Yours very truly,

John Loosley

RECEIVED
OCT 10 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8813

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Martin Havig
SAIF
Fran

September 29, 1978

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Gentlemen:

The Oregon Transportation Commission on September 28 accepted your proposal for work on the Cedar Street-Oak Street Section of 4th Street in Oakland, Douglas County, for the sum of $62,360 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Oakland and when the sum of $13,800 is deposited by the City.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8813.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

4da
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8813

September 22, 1978

City of Oakland
City Hall
Oakland, Oregon 97462

Attn: Mrs. Geraldine Hickle
City Recorder

Gentlemen:

On September 21, 1978 a satisfactory bid was received from Roseburg Paving, Inc., P.O. Box 1427, Roseburg, Oregon 97470 for Cedar Street-Oak Street Section on 6th Street.

This is an Off-System project and based upon the contracter's bid the City's advance deposit is as follows:

Bid Items	$62,360.00
Permanent Pavement Striping	500.00
Temp. Erosion Control	500.00
Contingency 4 1/2%	2,851.20
Engineering 10%	6,363.00
EST. COST OF CONSTRUCTION	$72,547.20
Estimate Cost of PE	6,320.00
Less PE Advance Deposit	570.00
Less	75,000.00
Plus 14% of $75,000.00	10,500.00
County or City Share	$13,797.20

By rounding the Advance deposit will be $13,800.00.

Please make your check in the amount of $13,800.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 13, 1978.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:pf

bc w/AD#507: Vern Skoog - Please return completed AD#507 when check is received.
Region 3 Federal Aid Engineer Jack Ayers

9/29/78
Rec'd
Told
Guy Cornforth
& Region

CC 1895

DayH.

Date 8/17/78 PROJECT MANAGEMENT OFFICE MEMO

Subject Oakland 80th Project, Sept 21, Letting File No.

Received (call) ~~(visit)~~ from Art Brummitt

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Engineer's estimate for readvertizing the project is $72,670 (w/o PE) as compared to $78,540 for the July Letting. Called Jack Ayers and informed him of the new estimate. He said he could speak for the city and we should go ahead and advertise for Sept. based on that figure.

cc. Art Brummitt Ayers
Duane Christensen

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Section Cedar St - Oak St. (Oakland) SEC Programming Estimate $ 73,000 Wm.

Highway 1813 City Street (6th) Project Length .12

County Douglas Completion Time 150 Cal. Workdays

Kind of Work Grading & Paving

Prefix 310-1977-921 FA Project No. 505-1001 (1)

Re Adv.

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 8/14/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lana Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lana Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number 3
Finance (DOT)	Photocopy	Division Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Project Mngt.

COMMENTS: Please inform the city.

SP 70004-734

Form 731-0003 (1/78)

Contract Amount $ 62,467.50

500.00

500.00

$ 1000.00

$ 63,467.50

Contingencies (4-1/2%) 2856.09

Engineering (10 %) 6,346.75

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 72,670.29

APPROVED

Road Design Engineer

Est. PE Costs 5630.00

Est Total Project Costs $78,300.29

Less PE. Rd. Deposit 5700.00

Less 75,000 75000.00

Plus 14% of 75,000 10,500.00

City share would be $13,230.29

Section Cedar St - Oak St. (Oakland) Sec Programming Estimate $ Wm. 73,000

Highway City Street (6th) Project Length .2

County Douglas Completion Time 150 Cal. Workdays

Kind of Work Grading & Paving

Prefix 310-1977-921 FA Project No. 505-1001 (1)

Re Adv.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 62,467 50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	500 00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500 00	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 1000 00
		$ 63,467 50
Contingencies (4-1/2%)		2856 01
Engineering (10 %)		6,346 75
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 72,670 29

APPROVED

Road Design Engineer

Est. PE Costs $ 5630.00
Est Total Project Costs $ 78,300.29
Less PE. Ad. Deposit $ 5,700.00
Less 75,000 $ 75,000.00
Plus 14% of 75,000 $ 10,500.00
City share would be $ 13,230.29

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date ~~4/5/78~~ 8/14/78

Section Cedar St - Oak St. (Oakland) Sec. County Douglas

Kind Of Work Grading & Paving Length .12 Name Wm Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		All	All		4600.00
	Roadwork					
2.	Removal of Structures and Obstructions		All	All	—	5000.00
3.	General Excavation		Cu. Yd.	1570	3.75	5887.50
4.	Trench Excavation		Cu. Yd.	75	15.00	1125.00
5.	Aggregate Base		Cu. Yd	70	12.00	840.00
6.	Lime Treated Subgrade		Sq. Yd	4200	1.50	6300.00
7.	Lime for Treated Subgrade		Ton	65	85.00	5525.00
8.	Class "B" Asphalt Concrete		Ton	750	25.00	18,750.00
9.	48-inch Culvert Pipe		Lin. Ft.	8	65.00	520.00
10.	12-inch Sewer Pipe		Lin. Ft.	120	12.00	1,440.00
11.	4-inch PVC Pipe		Lin. Ft.	180	6.00	1,080.00
12.	Concrete Inlets Type CG-1		Each	2	500.00	1,000.00
13.	Concrete Curbs		Lin. Ft.	2000	4.00	8,000.00
14.	Extra for Asphalt Approaches		Each	12	150.00	1800.00
15.	Adjusting Manholes		Each	1	600.00	600.00
						62,467.50

57867.50 x .08 = 4629.40

Round 4600.00

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

August 11, 1978

Fran

TO: Oregon Transportation Commission

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT: Cedar Street-Oak Street (Oakland)
Willow Creek (Morgan Street) Bridge (Heppner)

Bids were received on July 27, 1978 on the two subject sections. Our recommendations were to award both projects subject to the concurrence of the Cities of Oakland and Heppner.

The City of Oakland desires to reject "Cedar Street-Oak Street" as being bid too high and to reduce the project's size by approximately $8,500. This will require some minor changes in specifications and plans. The changes would involve culverts and trenching. This project has been rescheduled for September 21, 1978.

The City of Heppner desires to reject "Willow Creek (Morgan Street) Bridge" as being bid too high. This project is being looked at in depth by the City's consultant, with the idea of downscoping it.

bc F. B. Klaboe
H. S. Coulter
C. W. Head ✓
D. H. Moehring
C. T. Keasey
W. J. Hart
J. H. Versteeg
V. E. Skoog
Alfred Shirley, Jr.
W. E. Schwartz
E. L. Johnson

NOTED
C. W. HEAD

ERH:a ja

NOTED
FRAN NEAVOLL

8813

PROJECT MANAGEMENT OFFICE MEMO

Date 8-7-78

Subject OAKLAND - SOS. File No.

Received (call) (~~visit~~) from J. Ayers

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Had a meeting with Oakland - City wants to readvertise Project in September - Has some minor changes to make in Specs & Plans - Would like to get Project back down about $8,500 - ~~Culvert Trench~~ Havic will Call Christianson about Changes. Conformed w/ Ayres, Christensen & Sullivan 8-10-78. Left word for Hunter. Later received letter from City & will forward.

Harry writing OTC

Signature Hildebrandt

N A

File ( ) ( ) (X) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

City Has Rejected Bids
Hunter agrees 8/11/78

8813

July 28, 1978

City of Oakland
City Hall
Oakland, OR 97462

Attn: Hon. Sterling H. Early
Mayor

Gentleman:

On July 27, 1978, a satisfactory bid was received from Roseburg Paving Inc., P.O. Box 1427, Roseburg, Oregon, 97470 for the Cedar St.-Oak St. Section on 6th St. (Oakland).

This is an Off-System project and, based upon the contractor's bid, the City's advance deposit is as follows:

Bid Items	$73,895.00
Pavement Striping	500.00
Erosion Control	600.00
4½% Contingencies	3,370.28
10% Engineering	7,489.50
ESTIMATED TOTAL COST OF CONSTRUCTION	85,754.78
P.E. Costs	5,630.17
ESTIMATED TOTAL PROJECT COST	$91,384.95
Less P.E. Advance Deposit	570.00
Less	75,000.00
Plus 14% of $75,000.00	10,500.00
	$26,314.95

By rounding, the City's advance deposit will then be $26,315.00.

This project will be awarded upon receipt of your advance deposit which should be in this office no later than August 18, 1978.

Please make your check in the amount of $26,315.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

bc w/AD #479: Vern Skoog - Please return completed AD #479 when check is received.
Region 3 Federal Aid Engineer, Jack Ayres

8813

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: [illegible]S-1001 (1)

STATE PROJECT NO.: See below

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon 97301

PROGRAM NO.:

ITEM NO.: 80109

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1/17/78	7/5/78	Non Federal Aid	City Street

GENERAL LOCATION:

Cedar Street - Oak Street (Oakland) Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- XX OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 6/27/78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE
7-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/5/78	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

TOTAL TO DATE JOB COST SUMMARY — JUNE 1978

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		BR	CURRENT MONTH		FISCAL YEAR TO DATE	
SPRRXINGS @ LANE & MASHER	CONT NO		FA PROJ NOS RRP 005013 100						
	310	1976	905	00	P 1			49.41	
			TOT	P1				49.41	
			** JOB TOTALS **				**	49.41	**
CEDAR ST-OAK ST. ORKLAND	CONT NO		FA PROJ NOS SOS 001001 100						
	310	1977	901	00	P 1	130.78		4,898.19	
	310	1977	905	00	P 1	1,397.36		1,681.92	
	310	1977	910	00	P 1	46.21		674.49	
	310	1977	911	00	P 1	159.01		223.46	
	310	1977	914	00	P 1	5.10		5.10	
	310	1977	918	00	P 1	5.42		30.40	
	310	1977	921	00	P 1	183.96		183.96	
	310	1977	923	00	P 1	22.64		82.66	
			TOT	P1		1,950.50		5,630.17	
			** JOB TOTALS **			1,950.50	**	5,630.17	**
CANYON CR BR (JOHN DAY) SEC	CONT NO		FA PROJ NOS OS 201001 100						
	312	1901	296	00	N 9			1,718.16CR	
	312	1901	297	00	N 9			1,718.16	
	312	1901	298	00	N 9			1,718.16	
	312	1901	901	00	P 1	1.95CR		282.78	
	312	1901	904	00	P 1			800.40	
	312	1901	905	00	P 1			1.80	
	312	1901	908	00	P 1			6.70	
	312	1901	913	00	P 1			230.67	
	312	1901	914	00	P 1	1.08		5.86	
	312	1901	918	00	P 1			93.62	
	312	1901	920	00	P 1			871.82	
	312	1901	921	00	P 1			21.82	
	312	1901	923	00	P 1			2,316.17	
			TOT	P1		.37CR		2,316.17	
			** JOB TOTALS **			.37CR	**	2,316.17	**
MAPLEHOUS PRAIRIE CTY STS	CONT NO		FA PROJ NOS OS 202001 100						
	312	1910	295	00	N 9	1,740.00		1,740.00	
	312	1910	296	00	N 9	1,740.00CR		1,740.00CR	
	312	1910	901	00	P 1	152.83		314.31	
	312	1910	905	00	P 1	2.70		2.70	
			TOT	P1		155.53		317.01	
			** JOB TOTALS **			155.53	**	317.01	**
AIRPORT RD-JOHN DAY	CONT NO		FA PROJ NOS SRS 005078 100						
	312	1999	296	00	N 9			126.50CR	

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
NO		FA PROJ NOS RRP 005013 100					00 STATE
310	1976	905	00 P 1		49.41	49.41	
		TOT	P1		49.41	49.41	
		** JOB TOTALS **		**	49.41 **	49.41	**
NO		FA PROJ NOS SOS 001001 100					00 STATE
310	1977	904	00 P 1	130.78	[illegible]	[illegible]	
310	1977	905	00 P 1	1,397.36	[illegible]	[illegible]	
310	1977	910	00 P 1	46.21	[illegible]	[illegible]	
310	1977	911	00 P 1	159.01	[illegible]	[illegible]	
310	1977	914	00 P 1	5.10	[illegible]	[illegible]	
310	1977	918	00 P 1	5.42	30.40	30.40	
310	1977	921	00 P 1	183.96	[illegible]	[illegible]	
310	1977	923	00 P 1	[illegible]	[illegible]	[illegible]	
		TOT	P1	[illegible]	5,630.17	5,[illegible].17	
		** JOB TOTALS **		[illegible] **	5,630.17 **	5,[illegible].17	**
NO		8 FA PROJ NOS OS [illegible]1001 100					00 STATE
312	1901	296	00 N 9		[illegible]	[illegible]	
312	1901	297	00 N 9			1,[illegible].70	
312	1901	298	00 N 9		1,718.16	[illegible]	
312	1901	901	00 P 1	[illegible]	[illegible]	[illegible]	
312	1901	904	00 P 1			6,[illegible].20	
312	1901	905	00 P 1		800.40	[illegible]	
312	1901	906	00 P 1		[illegible]	[illegible]	
312	1901	913	00 P 1		6.70	6.70	
312	1901	914	00 P 1	[illegible]	230.67	[illegible]	
312	1901	918	00 P 1		[illegible]	[illegible]	
312	1901	920	00 P 1		92.62	92.62	
312	1901	921	00 P 1		871.82	[illegible]	
312	1901	923	00 P 1		[illegible]	[illegible]	
		TOT	P1	[illegible]	2,316.17	10,[illegible].29	
		** JOB TOTALS **		[illegible] **	2,316.17 **	10,[illegible].29	**
NO		FA PROJ NOS OS 203001 100					00 STATE
312	1910	295	00 N 9	1,[illegible].00	1,[illegible].00	1,[illegible]	
312	1910	296	00 N 9	1,[illegible]	1,[illegible]	1,[illegible]	
312	1910	901	00 P 1	152.53	[illegible]	[illegible]	
312	1910	905	00 P 1	2.70	[illegible]	[illegible]	
		TOT	P1	155.53	317.01	317.01	
		** JOB TOTALS **		155.53 **	317.01 **	317.01	**
NO		FA PROJ NOS SOS 005028 100					00 STATE
312	1999	296	00 N 9		126.50CR	362.21CR	

8813

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

TO: MEMO TO FILES

DATE: June 22, 1978

FROM: Robert H. Prange
Local Projects Supervisor

SUBJECT: Signing
Cedar Street-Oak Street Section
6th Street - City of Oakland
OFF SYSTEM Project
SOS-1001(1)

On June 14, 1978, Jack Ayers was informed by the City of Oakland that they will be responsible for signing outside of the project work area. The contractor is to be responsible for the signing within the working area of the project.

HR/a
cc J. H. Versteeg
C. T. Keasey
Jack Ayers

81-125-1307

Section Cedar St. – Oak ST. (Continued) Sec Programming Estimate $ _____

Highway 8813 City STreet (6TH ST.) Project Length .2 Miles

County Douglas Completion Time 60 Cal Days

Kind of Work Grading & Paving _____

Prefix 310 – 1977 FA Project No. SOS – 1001(1)

(6/15/78)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 67,600.00

ROUTING SLIP Date: 6/15/78

DEPARTMENT OF TRANSPORTATION

Director	FHWA	Public Affairs
Chief of Operations	General Files	Public Transit
Asst. Dir.-Administration	General Services (DOT)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Information Systems (Lane Ave.)	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Materials & Research	Technical Services Engineer
Construction	Motor Vehicles	Traffic Support Services
Data Processing (Transp.Bldg.)	Organization & Manpower Services	Transportation Policy & Program Development
Employee Development	Parks & Recreation	Travel Information
Engineering (Design)	Permits & Weighmaster	Utilities
Environmental	Personnel Operations	Maintenance
Equipment Shops	Photography	Region Number 3
Finance (DOT)	Proj. Mgmt. & Operations Planning	District Number _____

ATTENTION: Jack Ayers

FROM: Proj. Mngt.

Please forward this info to the city for their consideration. Then let us know their wishes

Form BI-73I-0022 (7/77)

500.00

500.00

$ 1,000.00

	$ 68,600.00
Contingencies (4-1/2%)	3 087.00
Engineering (10 %)	6860.00
SUBTOTAL	$
Credit for _____	
Estimated Net Authorization, Construction	$ 78,547.00
Plus PE Costs	4,000.00
	82,547.00
Less	75,000.00
100% City	7,547.00
Plus 14% of $75,000	10,500.00
Est. City Cost	$18,047.00

APPROVED

_____

Road Design Engineer

Section Cedar St. – Oak ST. (Cont.ued) Sec Programming Estimate $ _____

Highway City STreet (6TH ST.) Project Length .2 Miles

County Douglas Completion Time 60 Cal Days

Kind of Work Grading & Paving _____

Prefix 310 – 1977 FA Project No. SOS – 1001(1)

6/15/78

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 67,600.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	500.00
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	500.00
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	

$ 1,000.00

	$ 68,600.00
Contingencies (4-1/2%)	3 087.00
Engineering (10 %)	6860.00
SUBTOTAL	$
Credit for _____	
Estimated Net Authorization, Construction	$ 78,547.00
Plus PE Costs	4,000.00
	82,547.00
Less	75,000.00
100% City	7,547.00
Plus 14% of $75,000	10,500.00
Est. City Cost	$18,047.00

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 6/5/78

Section Cedar St-Oak St. (Oakland) Sec.

County Douglas

Kind Of Work Grading & Paving

Length .12

Name Wm Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		All	All		5000.00
	Roadwork					
2.	Removal of Structures and Obstructions		All	All	—	5,000.00
3	General Excavation		Cu. Yd.	1570	3.50	5,495.00
4.	Trench Excavation		Cu. Yd.	255	10.00	2,550.00
5.	Aggregate Base		Cu. Yd	70	12.00	840.00
6.	Lime Treated Subgrade		Sq. Yd	4200	1.25	5,250.00
7.	Lime for Treated Subgrade		Ton	65	75.00	4,875.00
8.	Class "B" Asphalt Concrete		Ton	750	25.00	18,750.00
9.	60-inch Culvert Pipe		Lin. Ft.	80	80.00	6,400.00
10.	12-inch Sewer Pipe		Lin. Ft.	120	12.00	1,440.00
11.	4-inch PVC Pipe		Lin. Ft	180	5.00	900.00
12	Concrete Inlets Type CG-1		Each	2	500.00	1,000.00
13.	Concrete Curbs		Lin. Ft.	2000	4.00	8,000.00
14.	Extra for Asphalt Approaches		Each	12	125.00	1,500.00
15.	Adjusting Manholes		Each	1	600.00	600.00
						$ 67,600.00

Mob — 62600 X .08 = 5008.00

Round 5000

8813 Oakland

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 2, 1978

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Penny Hobbs

Dear Penny:

RE: OSHD Permit No. 222
Cedar St-Oak St. (Oakland)
Section
City Street (6th Street)
Douglas County

Here is an application with plans for stream work on the above project. I don't know much about the stream; and I am not sure if a permit will be required. Please review this proposal and if a permit will be necessary go ahead with the normal circulation and review.

If you find a permit will not be required, please advise.

Very truly yours,

J.H. Versteeg
Engineering
By:

Donald L. Trout
Donald L. Trout
Office Engineer

Received
DIVISION OF STATE LANDS
1445 State Street
Salem, OR 97310
6-5-78

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout
Do Not File
Return To
Bring Up
Action

RECEIVED
JUN 06 1978
ENGINEERING SECTION

6-7-78 DLT:ck
No permit Reqid - see attached Memo
DLT

RECEIVED
JUN 6 1978
LOCATION SECTION

Form 81-734-3122

Send to:
Division of State Lands
1445 State Street
Salem, Oregon 97310

DSHD Permit No.
Cedar St. -Oak St (Oakland)
City Street (6th St)
Douglas County

FOR DIVISION USE
Please return by _____
Date Received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name _____
   Address _____ Phone _____
   City _____ State _____ Zip Code _____
2. Project Supervisor's Name _____ Phone _____
3. Property Owner's Name City of Oakland
   Address _____ Phone _____
   City Oakland State OR Zip Code _____
4. Waterway affected by project Unknown Name Tributary of Calapooya
   County _____ River Mile _____ Section 4 Township 25S Range 5W
   Local name for project location Sixth St.
5. Purpose(s) of project Street improvement
6. Describe your proposed operation (Attach additional sheet if necessary):
   see remarks # 14
7. When will project start? Summer 1978 Be completed? Fall 1978
8. Project will be: Removal _____ Fill _____ Combination X Riprap _____
9. Fill will consist of: rock _____ gravel _____ sand _____ silt _____ other dirt
   Removal will consist of: rock _____ gravel ✓ sand _____ silt _____ other dirt
10. Amount of Fill (cu.yds.) annually _____ total project Approx 50 Cu.Yds.
    Amount of Removal (cu. yds.) annually _____ total project Approx 190 Cu.Yds.
11. Where will you place surplus materials? In street roadbed.
12. What steps do you plan to take to restore the area to its natural condition?
    All new or distrubed dirt slopes will be seeded and mulched.

Signed _____ Title _____ Date _____

CONTINUED ON BACK OF SHEET

Received
DIVISION OF STATE LANDS
1445 State Street
Salem, OR 97310
6-5-78

141-31-04-77

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

STATE OF O

STATE HIGHWA

PLANS FOR PROPOSE

CEDAR ST.-OAK ST. (

CITY STREET (6

DOUGLAS COU

SK

Scale

CEDAR ST.~OAK ST. (OAKLAND) SEC. CITY STREET (6TH ST.) DOUGLAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE INDEX

OS

E OF OREGON

GHWAY DIVISION

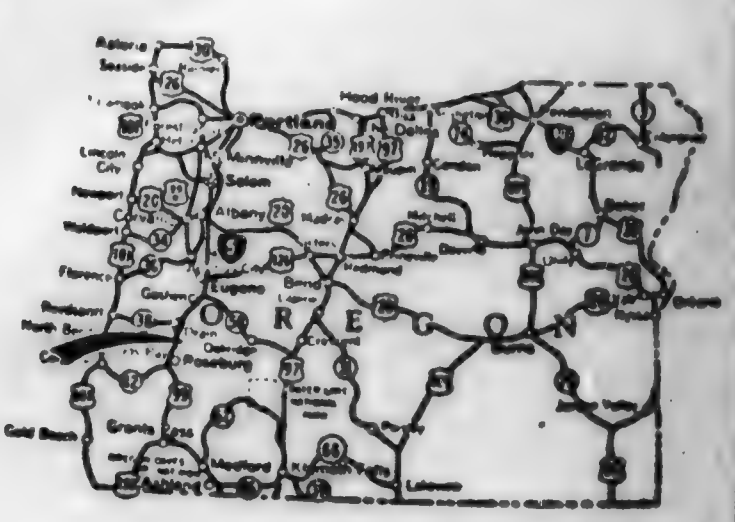
R PROPOSED PROJECT

PRELIMINARY COPY
SUBJECT TO CHANGE

K ST. (OAKLAND) SEC.

STREET (6TH ST.)

OUGLAS COUNTY



END OF PROJECT
Sta. 10+60

BEGINNING OF PROJECT
Sta. 0+20

Sketch Map
Scale 0 800 1600 Feet

H. S. Coulter — STATE HIGHWAY ENGINEER

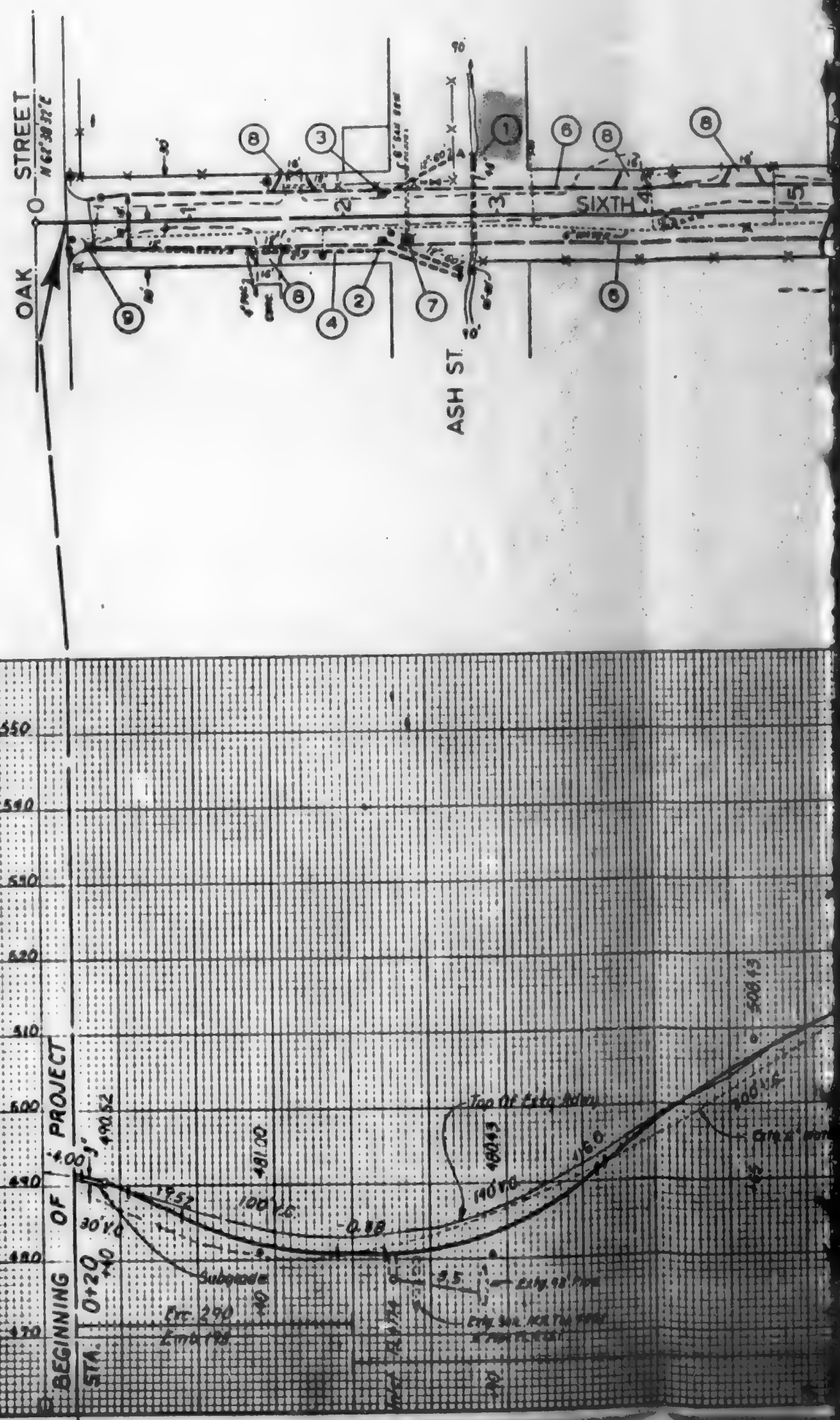
E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klobas	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DIVISION ENGINEER — DATE

Sec. 4, T.25S., R.
OAKLAN



(1) Sta 2+83
Inst. 60°Culv Pipe-80'
Remove 48°Conc. Pipe-57'
Tr. Exc. 190 C.Y.

(2) Sta. 2+25 Rt.
Const Type "CG-1" Inlet "7 Special Grate
Inst 12" Sewer Pipe-60'
Tr. Exc. 20 C.Y.

(3) Sta. 2+25 Lt
Const Type "CG-1" Inlet "7 Special Grate
Inst. 12" Sewer Pipe-60'
Tr. Exc. 20 C.Y.

(4) Sta 1+40 To Sta 2+05
4" P.V.C. Pipe-35' (In Pl.)
Extend-160'
Tr. Exc. 5 C.Y.

(5) Sta 9+60 Rt.
Adjust 4" Pipe
Insert Thru Curb Face

(6) Const. Type "C" Curb

(7) Sta 2+40
Adjust Manhole

(8) Const Type A-1(M) Driveways-12 (Total)
Shown Thus
See Drg No 2077

(9) Sta. 0+35
Remove Inlet-1

(10) Remove All Extg. Storm Sewer & Culvert Pipes
Tr. Exc. 25 C.Y.

Sec. 4, T.25S., R.5W., W.M.
OAKLAND

CEDAR ST.-OAK ST. (OREGON)
CITY STREET (STATE HIGHWAY NO. 10)
DOUGLAS COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	

SIXTH ST
ASH ST.
PINE ST
CYPRESS ST.
CEDAR STREET
N. 27° 24' 42" W.
N. 63° 34' 34" E.
10+70.99 P.O.T.
6" WATER
CONC. WALK
CONC. CURB
6" C.I. SAN. SEW.
8" C.I. SAN. SEW.
Buried Tel. Cable

PIPE DATA:
4" Pipe Drain
12" Sewer Pipe
Corrugated (Al
(Aluminum, O.D.
Or Steel, O.D.
Class 3 Nonr
Class III Reinf.
60" Culvert P
Concrete C

Profile Grade @ ℄
Top Of Cuts Below
Cuts 2' Below Line
Fills
Ditch
Ditch Fill
Ditch Cut
Ditch Fill
Ditch Cut
Ditch Fill
Ditch Cut

SW., W.M.
5

CEDAR ST.-OAK ST. (OAKLAND) SEC. CITY STREET (8TH. ST.) DOUGLAS COUNTY				SHEET 3
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

M.H.

PINE ST.

CYPRESS ST.

CEDAR STREET

N. 27° 24' 42" W.

10+70.99 P.O.T.

N. 62° 59' 34" E.

PIPE DATA:

4" Pipe Drain To Be Plastic.

12" Sewer Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, 0.060" Thick Or Galv. Iron Or Steel, 0.064" Thick) Or Concrete Class 3 Nonreinforced Or Concrete Class III Reinforced.

60" Culvert Pipe Furnished Shall Be Concrete Class III Reinforced.

562.80

556.90

+14.00

+.043

+.944

100' V.C.

80' V.C.

547.16

+2.97

100' V.C.

+.75

+7.247

150' V.C.

525.46

Profile Grade @ ℄

560

550

540

530

520

510

500

490

480

END OF PROJECT

STA. 10+60

2813

ROUTING SLIP Date: 4/9/78

DEPARTMENT OF TRANSPORTATION

Director	FHWA	Public Affairs
Chief of Operations	General Files	Public Transit
Asst. Dir.-Administration	General Services (DOT)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Information Systems (Lane Ave.)	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Materials & Research	Technical Services Engineer
Construction	Motor Vehicles	Traffic Support Services
Data Processing (Transp.Bldg.)	Organization & Manpower Services	Transportation Policy & Program Development
Employee Development	Parks & Recreation	Travel Information
Engineering (Design)	Permits & Weighmaster	Utilities
Environmental	Personnel Operations	Metropolitan
Equipment Shops	Photocopy	Region Number 3
Finance (DOT)	Proj. Mgmt. & Operations Planning	District Number

ATTENTION: Jack Ayers

FROM: Project Mngt.

2 copies of portions of the field map for the city of Oakland are attached. These show need R/w. Please forward one copy to each Bates and the city. would inform Virgil Wilson of this needed additional R/w

Form BI-731-0022 (7/77)

5/19/78

Data Processing (Transp.Bldg.)	Organization & Manpower Services	Transportation Policy & Program Development
Employee Development	Parks & Recreation	Travel Information
Engineering (Design)	Permits & Weighmaster	Utilities
Environmental	Personnel Operations	Metropolitan
Equipment Shops	Photocopy	Region Number 3
Finance (DOT)	Proj. Mgmt. & Operations Planning	District Number

ATTENTION: Jack Ayers

FROM: Project Mngt.

2 copies of portions of the field map for the city of Oakland are attached. Those show need R/w. Please forward one copy to Rick Bates and the city. would inform Virgil Wilson of this needed additional R/w

Form BI-731-0022 (7/77)

5/19/78

Jack

City Control
6th St -
Oak - Cedar

PLAN SCALE 1"=20'

8813

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

April 26, 1978

Glen L. Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Clarification of location cross section
6th Street Safer Off-System
project no. SOS-1001(1)
Oakland

On April 26, 1978, Mr. Harold Reynoldson, Project Management Section telephoned and asked why the difference between the project application (28' in width with no curbs) and the location survey forwarded to Salem (36' with curbs).

Mr. Bates, Resident Engineer, Roseburg, advised that the Mayor (Early) wished the 28' section and the city council members wished the 36' with curbs. Formal council action April 5, 1978, officially changed the direction of the field location.

GLC/cao
cc: D.H. Moehring
Jack McCormick
Alfred Bates
DE Swan
J.H. Vorsteeg

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

APR 27 1978

File: PM FA
TAA Reynoldson LG OP

8813

4-21-78

NARRATIVE REPORT

Cedar Street-Oak Street Section

This is a Safer-Off-Systems project on Sixth Street between Oak and Cedar Streets in the City of Oakland.

Centerline location is based upon a survey by Victor M. McLind, Registered Oregon Land Surveyor #934. Purpose of survey, to set street monuments in the City of Oakland in Section 4, Township 25S, Range 5W, WM.

The existing street is basically unsurfaced and is a clay soil.

The City of Oakland requested a 36 foot curbed section with the side streets curbed across the street except where in use and they wanted drop curbs rather than curb returns.

There is a 48 inch concrete culvert at about station 2+80 which the local people say is inadequate. The hydraulics recommendation is for 60" concrete.

The present estimate is less than the $75,000 authorized and Mayor Early has requested we replace the pipe in the same drainage under Second Street.

The soil was tested for lime treatment and proved satisfactory. Therefore, all base rock was eliminated.

Surfacing materials will be from commercial sources.

Field data

Rq't

18 12 14 14

Alfred W. Bates,
Resident Engineer

PROJECT: Cedar Street-Oak Street HIGHWAY: 6th Street (Oakland)

COUNTY: Douglas PREFIX: 310-1977

ITEM NO.	ITEM	UNIT	QUA
1	Mobilization	Lump Sum	
2	Temporary Protection and Direction of Traffic	Lump Sum	
3	Flagman	Hours	
4	General Excavation	Cu.Yd.	1,
5	Removal of Structures and Obstructions	Lump Sum	
6	Trench Excavation	Cu.Yd.	
7	Lime Treated Subgrade	Sq.Yd.	4,
8	Lime in Treated Subgrade	Ton	
9	Class "C" Asphaltic Concrete (with asphalt)	Ton	
10	4-inch PVC Pipe	Lin.Ft.	
11	8-inch CMP (drop pipe)	Lin.Ft.	
12	60-inch Concrete Pipe with Bevel (A)	Lin.Ft.	
13	G-1 Inlets (with special grates) (drop pipe)	Each	
14	Adjust Sanitary Manhole	Each	
15	Type "C" Concrete Curb	Lin.Ft.	2,
16	Extra for A.C. Approaches	Each	

treet

HIGHWAY: 6th Street (Oakland)

PREFIX: 310-1977

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY
	Lump Sum	All	-	All
	Lump Sum	All	-	All
rection of Traffic	Hours	40	-	
	Cu.Yd.	1,595	75	1,6
	Lump Sum	All	-	All
bstructions	Cu.Yd.	290	10	30
	Sq.Yd.	4,367	133	4,5
	Ton	65	3	
	Ton	756	44	8
te (with asphalt)	Lin.Ft.	140	-	1
	Lin.Ft.	12	-	1
	Lin.Ft.	152	-	15
Bevel (A)	Each	2	-	
grates) (drop pipe)	Each	1	-	1
	Lin.Ft.	2,110	-	2,11
	Each	12	1	1

PROJECT: Cedar Street-Oak Street

COUNTY: Douglas

HIGHWAY: 6th Street (Oakland)

PREFIX: 310-1977

ITEM NO.	ITEM	UNIT	NET QUANTI
1	Mobilization	Lump Sum	All
2	Temporary Protection and Direction of Traffic	Lump Sum	All
3	Flagman	Hours	40
[illegible]	General Excavation	Cu.Yd.	1,595
5	Removal of Structures and Obstructions	Lump Sum	All
6	Trench Excavation	Cu.Yd.	290
7	Lime Treated Subgrade	Sq.Yd.	4,367
8	Lime in Treated Subgrade	Ton	6
9	Class "C" Asphaltic Concrete (with asphalt)	Ton	756
10	4-inch PVC Pipe	Lin.Ft.	140
11	8-inch CMP (drop pipe)	Lin.Ft.	12
[illegible]	60-inch Concrete Pipe with Bevel (A)	Lin.Ft.	152
13	G-1 Inlets (with special grates) (drop pipe)	Each	
14	Adjust Sanitary Manhole	Each	
15	Type "C" Concrete Curb	Lin.Ft.	2,11
16	Extra for A.C. Approaches	Each	1

HIGHWAY: 6th Street (Oakland)

PREFIX: 310-1977

	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	Lump Sum	All	-	All	Lump Sum	1,000.00
	Lump Sum	All	-	All	Lump Sum	500.00
	Hours	40	-	40	20.00	800.00
	Cu.Yd.	1,595	75	1,670	3.00	5,010.00
	Lump Sum	All	-	All	Lump Sum	1,000.00
	Cu.Yd.	290	10	300	10.00	3,000.00
	Sq.Yd.	4,367	133	4,500	1.00	4,500.00
	Ton	65	3	68	70.00	4,760.00
	Ton	756	44	800	25.00	20,000.00
	Lin.Ft.	140	-	140	3.00	420.00
	Lin.Ft.	12	-	12	6.00	72.00
	Lin.Ft.	152	-	152	72.00	10,944.00
	Each	2	-	2	350.00	700.00
	Each	1	-	1	300.00	300.00
	Lin.Ft.	2,110	-	2,110	2.50	5,275.00
	Each	12	1	13	50.00	650.00
					TOTAL	$58,951.00

8813

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mayor Sterling H. Early
City of Oakland
City Hall
Oakland, OR 97462

March 10, 1978

Dear Mayor Early:

This will acknowledge receipt of Check No. 1117 dated March 7, 1978, in the amount of $570.00 as an advance deposit for the preliminary engineering phase of your Safer Off-System Roads Program project no. SOS-1001(1) on 6th Street in Oakland.

By a copy of this letter your check is being forwarded to Mr. Skoog, Controller, for routine handling.

Cordially,

ALFRED SHIRLEY,JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
V.E. Skoog
Jacks McCormick
Al Bates

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 13 1978
File: PM FA
TAA _____ LG OP

8813

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

PRO 6

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

March 3, 1978

Mayor Sterling H. Early
City of Oakland
City Hall
Oakland OR 97462

Dear Mayor Early:

This is a request for an advance deposit for your Safer Off-System Road Program Project No. SOS-1001(1) on 6th Street for the preliminary engineering phase. The total cost of this phase is estimated to be $4,000.00 thus the city's share (14%) will be $570.00. This is as per Agreement No. 6241, Page 2, Paragraph 3 under "THINGS TO BE DONE BY CITY".

Please forward your check to this office at your earliest convenience.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Region Federal-Aid Engineer

glc/cw

cc D. H. Moehring
Jack McCormick
A. W. Bates

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 6 1978
File: PM FA LG OP
TAA

8813

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [redacted]

January 26, 1978

Hon. Sterling H. Early
Mayor of the City of Oakland
City Hall
Oakland, OR 97462

Dear Mayor Early:

This is to advise that the Federal Highway Administration has approved your Safer Off-System Road Program project no. SOS-1001(1) for reconstruction of 6th Street in Oakland.

By a copy of this letter I am advising Mr. Al Bates, Resident Engineer, Roseburg, to contact you and review the city's thoughts involving this project so that the preliminary engineering phase may be initiated to develop plans, specifications and a cost estimate. An authority for survey has been approved (prefix 310-1977) and a copy is attached for his use.

Please direct all questions pertaining to the development of this project to Mr. Bates, 1547 S.E. Jackson, ph: 672-6697.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Jack McCormick
Al Bates

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAB ☑ OPE ☐
JAN 27 1978
File: PM FA
TAA LG OP

8813 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-17-78

FEDERAL AID PROJECT NO.
[illegible]OS-1001(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80109

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-17-78	1-17-78	Non Federal-aid / City Street

GENERAL LOCATION:

"Cedar Street-Oak Street (Oakland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade and Pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION : Including Archeology salvage, and utility preparatory work. TEC NTE $4,000. Federal Funds $3,430.
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-9-78 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $75,000, Federal Funds - $61,070 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

Swan
1-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-17-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8813

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1978

TO S. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80109
Project No. SGS-1001(1)
Cedar St.-Oak St. Section (Oakland)
Douglas County

Attached is data consisting of PR-1 form with project maps for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archaeological salvage at an estimated total cost of $4,000 with an obligation of $3,430 in federal funds.

DEM:ljt
Att.

cc: A. Shirley, Jr., Region 3
Harold Reynoldsen

1-13-78
AD 362
#570

2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PPM

January 9, 1978

	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 68		PRESENT	FUTURE (66) (70)	YE (71)
CARD 2		City St., 6th St, Cedar St to Oak St. (Oakland)	ADT	320	N/A	

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)
CARD 3	PE, Grade & Pave							

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD	Safer Off-System Roads	Dou	
	NAME OF URBAN AREA 17-31 ---	ROUTE NO.	FEDERAL-A Non

CARD 5	LINE NO. (14-15)	CHANGE CODE (18)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59) (66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
1					PE			0.189	4,000	3,430
2					ROW					
3					CONST (CODE) 6201		"Cedar St.-Oak St. (Oakland) Section"	0.189	75,000	61,070
								0.189	79,000	64,500

20	CODE 1	PREPARED BY	DRH	PROJECT TOTALS
	14	PROGRAM APPROVAL DATES		

(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	320	N/A	N/A	10	Oregon	41	680	80109
	(66)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (19)

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
				PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69) (70)	(71)	(72) (73)	(74) (75)		SOS- 1001	(1)	(24) (26)	27
				14 23	7 13			

COUNTY NAME	CODE	PROGRAM STAGE
Douglas	019 (14) (16)	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non (32)	City St. (36) (37)	-- (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(59) (66)	(67) (76)			
4,000	3,430		570 (City)	Utility adj. req. incl. prep. work.
75,000	61,070		13,930 (City)	ROW - 60' min.; Access Control-none; Parking Restrictions-none.
79,000	64,500		14,500 (City)	
(16) (23)	(24) (33)			

REMARKS

-over-

CEDAR ST.-OAK ST. (OAKLAND) SECTION

PROJECT NO. SOS-1001(1)

Existing Facility:

6th St. (Off-System)--Graveled two-way street 12' to 16' wide.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including utility preparatory work and archeological salvage.

(2) Grade, drain and high-type pave necessary to provide two 10-foot lanes and a 4-foot shoulder on existing roadway alignment and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 14, 1977.

FHPM 7-7-5 Requirements:

(a) Public Hearings - Not required under Oregon Action Plan.
(b) Location/Design - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8813

STATE OF OREGON

INTEROFFICE MEMO

December 28, 1977

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley
District 6 : J. C. McCormick
Region 3 Geologist: Elliott Parker
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Cedar Street-Oak Street
6th Street (Oakland)
Douglas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

BLG:dpy

Attachment

cc: E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 5'78
REFER TO
FOR
Info | Invest | R/D | Dsgn | Surv | Mat | Etc

81-183-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 14, 1977

In reply refer to: HBA-OR

SUBJECT: Oregon Project No. S)S-1001(-)
Cedar Street-Oak Street
6th Street (Oakland)
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

05CO 04

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, DOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's November 15, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A Kyppus
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Engelmann, Reg 3)

RECEIVED
TECHNICAL SERVICES
DEC 19 '77
REFER TO
Env. Mgt
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5

CATEGORY 2 PROJECT
NON-MOTOR
SOS-1001(-)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 29, 1975

A. PROJECT IDENTIFICATION

Name of Project Cedar Street - Oak Street (Oakland)
(Section)

Location of Project 6th Street (Highway Name) (Highway No., US - ORE)

Oakland (City) | Douglas (County) | III (Region)

Program Off-System (Funding) | $20,000 (Estimated Cost) | (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reconstruct an existing gravel road to proper grade and provide a paved wearing course.

Origin and History: The street serves a residential area of Oakland on established public right-of-way. It has not been improved due to lack of funds.

C. DESCRIPTION OF PROJECT

Length 1,000 lineal feet

Termini Cedar Street - northern terminus
Oak Street - southern terminus

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 2 PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 1.34 acres of right-of-way, 50 feet in width serving a residential area. No new right-of-way required.

Typical Section 40' cleared R.O.W., two 12' lanes with shoulders.

Structures Existing culvert may have to be lengthened. Will be verified by survey.

Characteristics (ADT) Under 300

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Proposed improvements will be placed on an existing right-of-way containing an existing gravel road. The terrain is rolling. The right-of-way crosses an existing tributary of Calapooya Creek. The flows in the tributary are seasonal. Since the adjacent property is mainly developed residential, the majority of the vegetation is landscaped yards, etc. No large trees are existing within the right-of-way that will be endangered or will need to be removed. Some vacant property abutting the east side of the proposed project is currently undeveloped as residential property and is being used temporarily as pasture.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The existing zone along the total length of the proposed project is single family residential (R-1), allowing minimum lot sizes of 50 X 100'. Approximately 10 residences currently exist, many on double lots.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

   Consequences:

2. Estimated Changes in Traffic Patterns: MINIMAL - When improved, 6th Street traffic may increase somewhat, but not significantly since it is not an arterial.

   Consequences: No significant traffic problems are anticipated during construction. One-way traffic may be required at times.

3. Estimated Changes in Land Use: None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: NONE, EXCEPT possible dust and noise during construction.

   Consequences: Temporary inconvenience to locale of project during construction.

5. Expected Adverse Effects on Cultural and Scenic Resources: None

   Consequences:

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

6. Preliminary Identification of Areas of Critical Environmental Concern: None

7. Potential for Controversial Issues: None

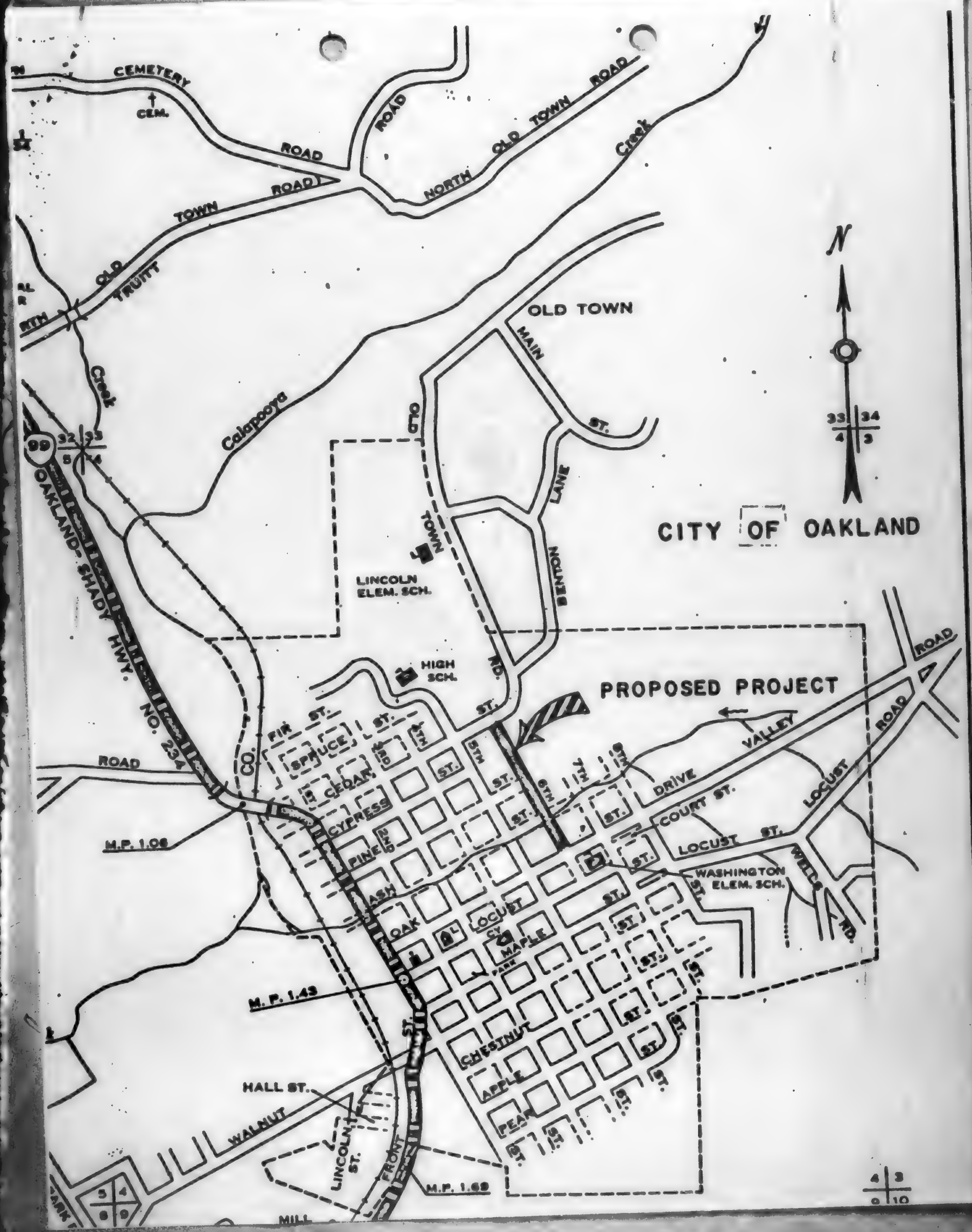
H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	None		
Urban Economist	None		
Water Quality Spec.	None		
Acoustical Engineer	None		
Air Quality Engineer	None		
Cultural Geographer	None		
Urban Planner	None		
Geologist	None		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.


CEMETERY
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Creek
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Calapooya
OLD TOWN
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CITY OF OAKLAND
99
OAKLAND-SHADY HWY. NO. 234
LINCOLN ELEM. SCH.
HIGH SCH.
RD.
ST.
PROPOSED PROJECT
FIR ST.
SPRUCE ST.
CEDAR ST.
CYPRESS
PINE
ASH
OAK
MAPLE
CHESTNUT
APPLE
PEAR
LOCUST
CY
PARK
4TH
3RD
2ND
5TH
6TH
7TH
VALLEY
DRIVE
COURT ST.
LOCUST ST.
LOCUST
ROAD
WASHINGTON ELEM. SCH.
WELLS
RD.
ROAD
M.P. 1.06
M.P. 1.43
M.P. 1.62
HALL ST.
WALNUT
LINCOLN ST.
FRONT ST.
CO.
MILL
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10

3213

11-22-77

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-1001 ( )
Project Name Cedar Street - Oak Street Section on 6th Street 2010

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oakland, Oregon, this 22 day of November, 19 77

City of Oakland

Certified By:

for Richard Wilson
Regional Right-of-Way Supervisor
Date Nov. 28, 1977

H Early
Mayor

Geraldine Neille
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

5813

October 5, 1977

City of Oakland
City Hall
Oakland, OR 97462

Attention: Mrs. Geraldine Nickle
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6241

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an Off-System Project on the Cedar Street-Oak Street Section of 6th Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. w/att.)

8813

Cdur-Cak

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the down-town area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

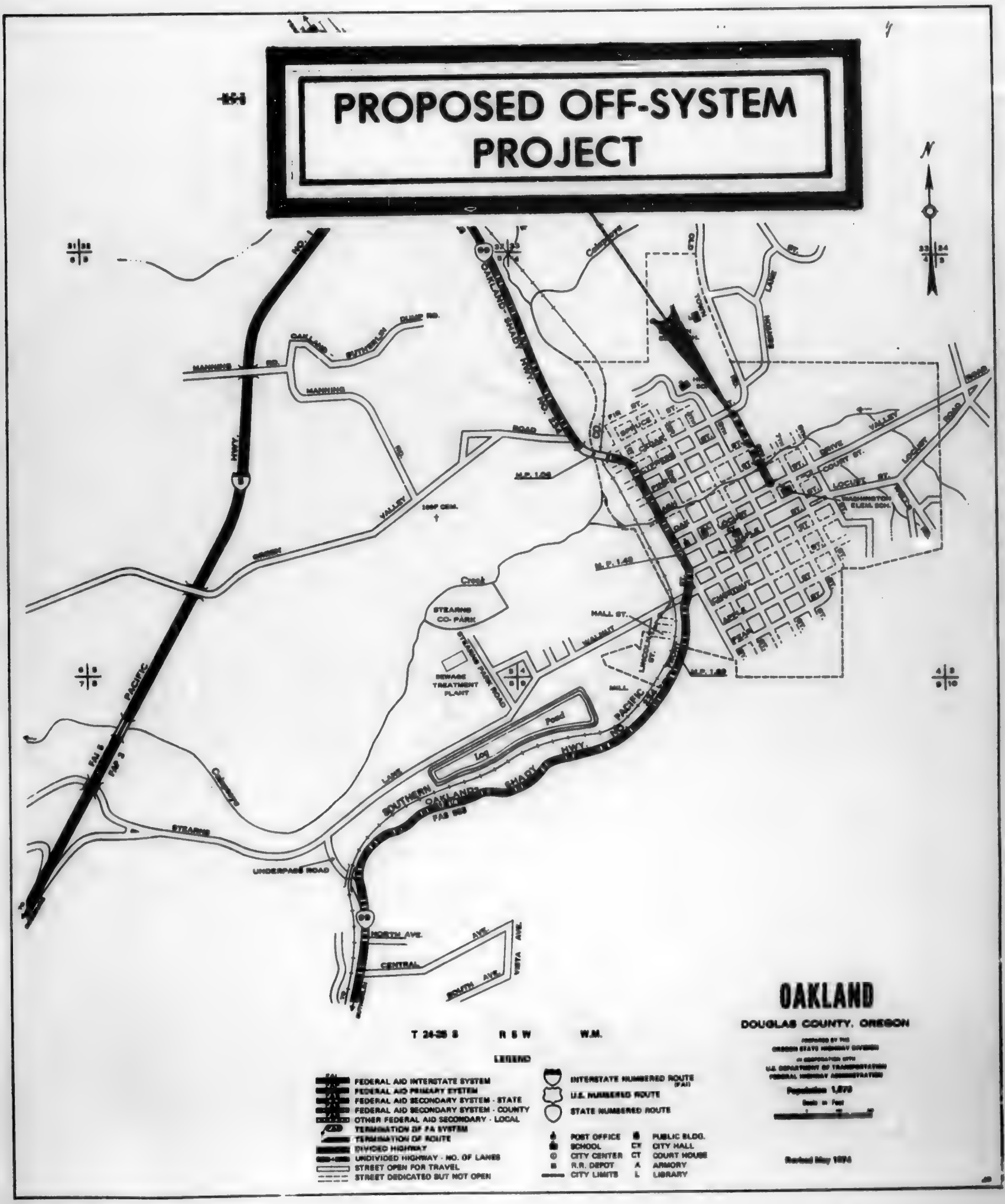
CITY OF OAKLAND
Proposed SOS-R Project

Cedar Street-Oak Street (Oakland) Section
6th Street
Grade and Pave
0.18 miles
$75,000

This project consists of widening and improving approximately 950 feet of 6th Street.

The City will engage a consultant to perform preliminary and construction engineering.

PROPOSED OFF-SYSTEM PROJECT



OAKLAND

DOUGLAS COUNTY, OREGON

T 24-25 S R 5 W W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CITY HALL (CH)
- COURT HOUSE (CT)
- ARMORY (A)
- LIBRARY (L)

Population 1,870

Revised May 1974

8813 OSC00:4 6

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Cedar Street-Oak Street

Highway 6th Street (Oakland) SOS

County Douglas

Date June 27, 19 77

Authorization No.

Survey Prefix 310-1977 (Assigned by Salem office)

Description of termini, route, length, etc.:

From the intersection with Cedar Street on the north to the intersection with Oak Street on the south.

Length: 1000 feet

Purpose of survey: To prepare plans, specifications and estimates for reconstructing an existing graveled roadway.

SOS-1001(1)
1-17-78

Estimate of cost:

Field	901	2,500
Plans	905	500
Sells	910	500
Utility	914	200
Specifications	921	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 4,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Popkin
Location Engineer

Approved:

Deputy E. J. Schmeer
Assistant State Highway Engineer

SP*22804-734

OFFICE ENGINEERING SECTION

P. E. APPR. .....

FED. AID OS. ... STATE .....

A N B M

8813

Rulein

Oakland
S&S

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. S.H. Early, Mayor
City of Oakland
City Hall
Oakland, OR 97462

August 19, 1976

Dear Mr. Early:

This is to advise you that your Off-System Roads Program Project No. OS-1001(1) is now being considered for funding, but there are some new guidelines which you should be acquainted.

Due to the fact that Congress reduced the appropriations for this program in the 1976 Federal Highway Act, the maximum project will be limited to $75,000 each. This includes 78% federal and 22% local matching funds. You will recall that the previous maximum was $100,000. It will be possible to have a larger project, but the excess will be a 100% local contribution.

Also, the local agency will now be required to provide the local match funds within 60 days after federal approval of the project.

If you wish to pursue your Off-System Roads Project under these new constraints, please advise this office.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

GC/slc

cc: L.W. Rulien
Jack McCormick

NOTED
D. E. SWAN

PROJECT MANAGEMENT
AUG 23 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8913

Oakland - OSR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 26, 1975

Honorable Roland Williams
Mayor
City of Oakland
City Hall
Oakland, Oregon 97462

Dear Mayor Williams:

This will acknowledge receipt of your Off-System project application for the Oak St.-Cedar St. section on 6th St.
Your application was received on August 19, 1975.

You will recall that this Off-System Road fund is being allocated to qualified applicants on a "first-come, first-served" basis as outlined in the procedures which were distributed on May 30, 1975.

Project request applications have been received to date in excess of available funds. We will, however, place your application on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D. N. HARWELL
County-City Engineer
Project Management Section

GNH:scr

bc: A. Shirley, Region 3

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

8813

Oakland-OSR-
PRO 6
Eugene

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 21, 1975

Parametrics, Inc.
2300 Oakmont Way, Suite 216
Eugene, OR 97401

Gentlemen:

As you have recently indicated an interest in the Off-System Roads Federal-Aid Program, I am enclosing a draft agreement form which has the approval of the Highway Division, as well as the Federal Highway Administration. This agreement is to be submitted along with the application form and the project environmental assessment. Please note also the need for attaching Exhibit "A", the overhead and salary breakdown, upon which your fees are based. Also, Exhibit "B", Certification of Consultant, must accompany the agreement.

If there are any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

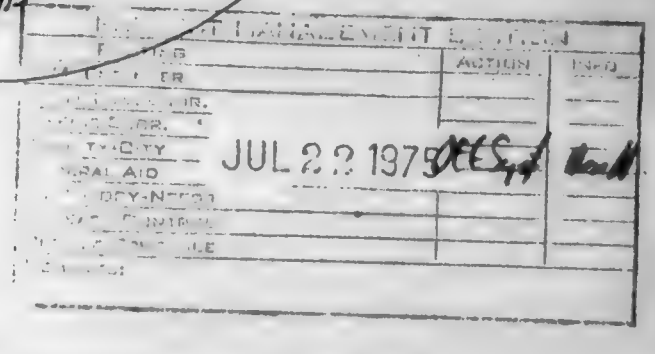
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Attachments

cc: L. W. Rulien

City of Oakland
Consultant



Rulien
PRO 6
City of Oakland
Douglas

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Hon. S. H. Early, Mayor
City of Oakland
City Hall
Oakland, OR 97462

August 15, 1975

Dear Mr. Early:

This will confirm the delivery of a signed application for an Off-System Roads Program project in Oakland on Sixth Street between Oak Street and Cedar Street as hand-carried to this office by Mr. Mel Avery, Parametrix, Inc., your consultant engineer.

As promised, your application will be forwarded to the Project Management Section this date. To achieve this, this office took the liberty to add two needed items to your application. One was the completion of the typical section showing a minimum lane width of 10 feet and 4 feet of gravel shoulder. The other item missing was a shotgun cost estimate. We estimated $12,000.

The environmental assessment is being given to Mr. Eb Engelmann, Regional Environmentalist, for review. He will contact you or Mr. Avery for any additional information he feels necessary.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Hal *

Acknowledge

GLC/dt

cc: L. R. Rulien ✓
Eb Engelmann
Jack McCormick

PROJECT MANAGEMENT SECTION

Routing	Action	Info
...E. Engineer		
...Con. Dev. Engr.		
...Fld. Engr.		
...County-City		
...Federal Aid		
...Inventory-Needs		
...Air/Water Control		
...E.O.A. Schedule		

AUG 19 1975

Remarks:

8 & L3

COUNTY ROAD FAS-C PROJECT REQUEST

Name of ~~County~~ City Oakland, Ore. FAS No. _____ Date July 10, 1975
County Road Name Sixth Street
Section Name _____
Type of Project Road Construction
Location of Project (Attach sketch map) _____
ADT 200 - 450 Design Speed 25 MPH

Is this request for county bridge design only? Yes _____ No _____
county FAS bridge design? Yes _____ No _____
Will County hire consultant for this project? Yes X No _____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC Total Travel Width _____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Oil Mat Width Each Side _____
(AC, Pug Cold Mix, Oil Mat) Total Top Width _____

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract X

8. Clearing:
By County _____ County Date of Completion _____ By Contract X

9. Curbs:
Curbs Required? Yes _____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
_____
Width between curbs _____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No__X__
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law__X__
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No__X__

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No__X__

14. Will County adjust structure to additional width? Yes____ No__X__

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__X__

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes_____ No__X__
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No__X__
By seeding and mulching Yes____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No__X__

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be constructed and maintained by County? Yes X No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No X

27. Will County sign project outside work area during construction?
Yes ____ No ____

28. Will Contractor sign project outside work area during construction?
Yes ____ No ____

29. Should contract provide for permanent signing? Yes ____ No X

30. Should State do permanent signing? Yes ____ No X

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain ____

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream ____

2. Name of bridge ____

3. Dimensions of existing bridge. Length ____ Roadway Width ____

4. Type of design and material used in existing bridge. ____

5. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.

6. Desired width of proposed bridge ____ Approx. length ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes_____ No X

16. Will County sign project outside work area during construction?
Yes_____ No X

17. Will Contractor sign project outside work area during construction?
Yes_____ No X

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____

Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes__X__ No_____
   By County? Yes_____ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No__X__

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes__X__ No_____
   By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County?
   Yes____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions?
   Yes____ No X

7. Is there any merchantable timber on right-of-way?
   Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No____
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
    If yes, give type and name of utility company: Oregon Water Board

13. Are utilities on existing right-of-way by permit X or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____' (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No__X__

29. Will P.U.C. application be made by State_____ or County__X__?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V Project to be contracted for construction - all materials to be supplied by contractor.

VI. FINANCIAL DATA

1. Estimated Cost: $ $12,000.00 - Is this supposed to be matched? Changed to $100,000

2. Available FAS Funds $ _____ USED $75,000

3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount _____

4. Date match money is available immediately

5. Will there be any 100% ~~County~~ City money? Yes _____ No X

6. Maximum amount of 100% ~~County~~ City money available: $ _____

7. Date County requests letting: To be determined

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the ~~County~~ City.

This application is not complete without an attached exhibit showing location of project.

By J. K. Early
~~County Judge or Comm. Chairman~~ Mayor

By _____
County Commissioner

By _____
County Commissioner

_____
O.S.H.D. Field Engineer

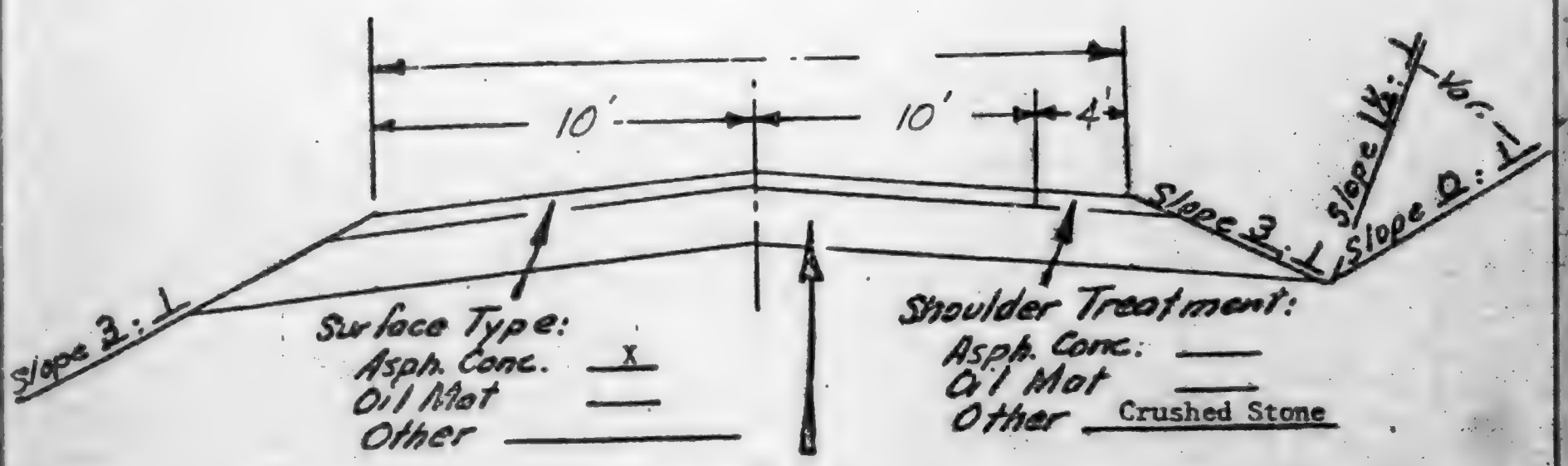
By _____
County Engineer or Roadmaster

Date _____

County _____

Date _____

TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

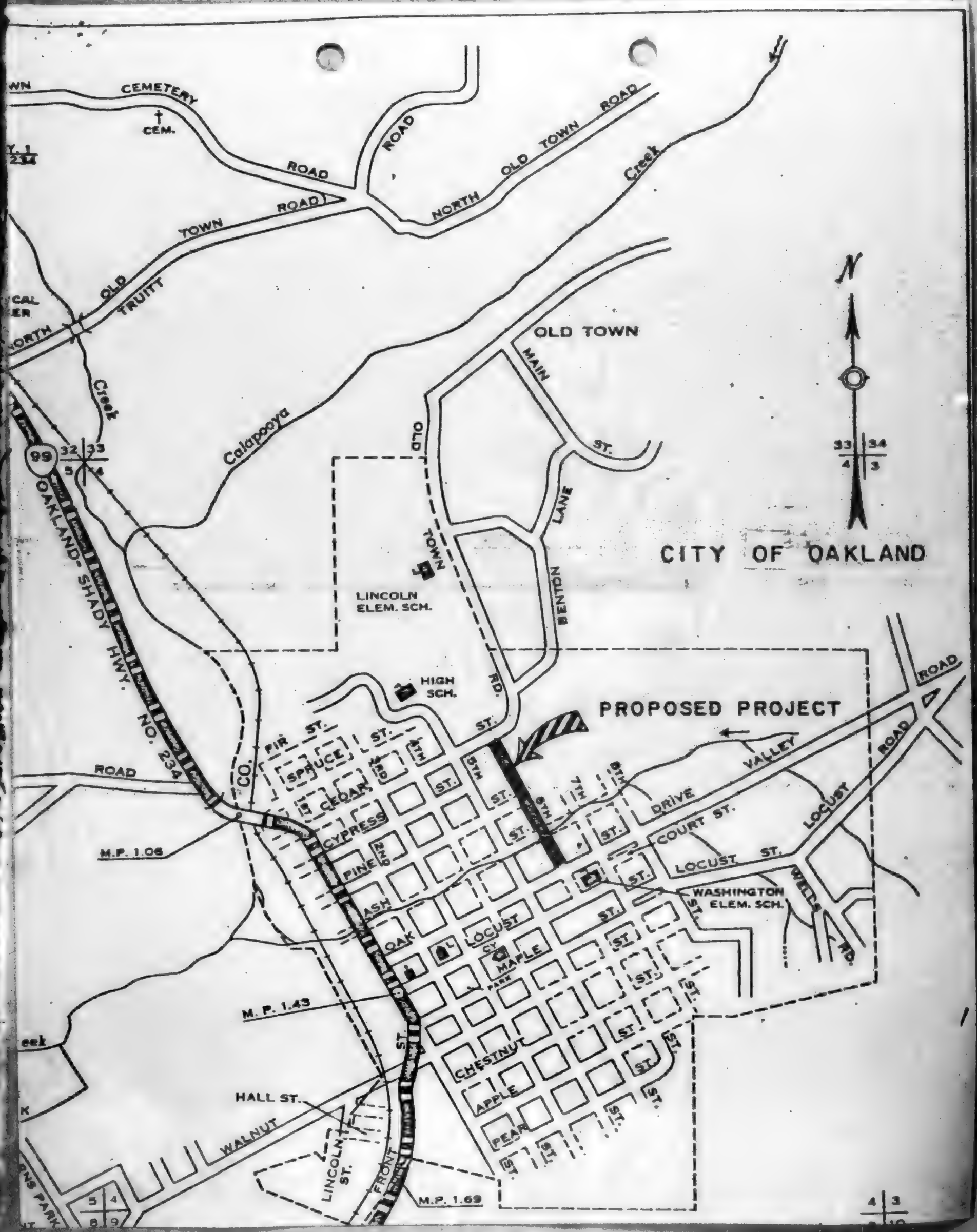
Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Crushed Stone

Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___


CEMETERY
CEM.
ROAD
ROAD
NORTH OLD TOWN ROAD
Creek
TOWN ROAD
OLD TRUITT
OLD TOWN
MAIN ST.
Creek
Calapooya
OLD TOWN LANE
BENTON
N
33 34
4 3
CITY OF OAKLAND
99
32 33
5
OAKLAND-SHADY HWY. NO. 234
LINCOLN ELEM. SCH.
HIGH SCH.
RD.
ST.
PROPOSED PROJECT
FIR ST.
SPRUCE ST.
CEDAR
CYPRESS
PINE
ASH
OAK
LOCUST
MAPLE
CHESTNUT
APPLE
PEAR
VALLEY
DRIVE
COURT ST.
LOCUST ST.
ROAD
WASHINGTON ELEM. SCH.
WELLS
RD.
M.P. 1.06
M.P. 1.43
M.P. 1.69
HALL ST.
WALNUT
LINCOLN ST.
FRONT ST.
CO.
5 4
8 9
4 3

1978 Crater Lake Ave. 8814
at Spring St. & McAndrews
Rd. Medford (Traf. sig.)

OKA 6135 9-8-77

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER	

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
6/21/82		☐ PARTIAL ☒ FINAL		CA 9990

BILL TO:

City of Medford

City Hall

Medford, OR 97501

Attn: Mr. Robert Kortt, Traffic Engineer

CODE

CREDIT DISTRIBUTION

324.02	$3,921.51
315-1946-296-00-000	445.97
315-1006-296-00-000	3,475.54
315-1946-295-00-000	(445.97)
315-1006-295-00-000	(3,475.54)

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on Crater Lake Ave. at Spring St. & McAndrews Rd., M-2471(1)	
Total Project Cost	$211,958.78
Less: Federal Participation	181,775.81
Less: State Share of Project	15,061.46
Less Advance Deposit	15,200.00
Refund Due City of Medford	$ 78.49

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Gary Zehner PH: 378-6514 FOR CORRECTNESS OF CHARGES

OR Diane Galida PH: 378-5035 PREPARER OF INVOICE

0012134 MEDFOCI

Advance Deposit Amount	$ 15,200.00	AMOUNT DUE	$
Advance Deposit Previously Transferred to Highway Fund	$ 11,200.00	SUBMITTED BY	
Balance	$ 4,000.00	APPROVED BY	
Transfer to Highway Fund	$ 3,921.51		
Refund Due	$ 78.49		

734-1191 (9-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 17, 1982

CITY Medford Contract No. 8814 Date Completed 11-29-79

PROJECT # M-2471(1) Section Crater Lake Ave. at Spring St. & McAndrews Rd.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering: (Prefix No. 315-1946)		
Resident Engineer		$ 194.72
Final Design		143.69
Signing		4,961.93
Utility Liaison		138.38
Audit		4.34
Project Management		47.60
Specifications		582.15
Administrative Services		30.96
Environmental Section		120.61
TOTAL PE COST		$ 6,224.38
Construction: (Prefix No. 315-1006)		
Payment to Contractor		$188,271.33
Credit for Liquidated Damages		(5,200.00)
Interest on Final Payment		55.71
Construction Engineering		21,357.02
Project Management		19.68
Construction Section		11.70
Training		1,206.47
E.E.O. Monitoring		12.49
TOTAL CONST. COST		$205,734.40
TOTAL PROJECT COST		$211,958.78
Less Federal Funds:		
P.E.	$ 5,336.79	
Construction	176,439.02	(181,775.81)
BALANCE		$ 30,182.97
Less Non-Participating Costs:		
P.E.-Audit	$ 4.34	
Interest on Final Payment	55.71	
Construction Engineering	38.81	(98.86)
AMOUNT TO BE SHARED BY STATE & CITY		$ 30,084.11
STATE SHARE: 50% of (30,084.11 + 38.81) = $15,061.46		
CITY SHARE: 50% of 30,084.11 + (98.86-19.41) =		$ 15,121.51
LESS CITY'S ADVANCE DEPOSIT		15,200.00
REFUND DUE CITY		$ 78.49

ACCOUNTING: Please attach itemized statement to invoice.

cc: Jack Ayres

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST... VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 8-8-77 — TO 12-16-80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-2471(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$211,956.78	$211,869.92	86.80%	$181,778.81	$181,778.81	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon

6/23/81 V.F. Stoop, Controller

P.E. 315-1946
Const. 315-1006

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Crater Lake Ave. at Spring St. & McAndrews Rd. **FAU 2471 (Medford)** **Jackson County**					
	Preliminary Engineering					
	Type Code P.E.					
	State		All Required		$ 6,220.04	
	Construction					
	Type Code Y031					
	Signals (Spring St.)(McAndrews Rd.)					
	Final Contract Payment Summary		Lump Sum		188,271.33	
	Construction Engineering					
	State		All Required		19,638.64	
SFO	#1 Signal Controller Testing		All Required		2,917.42	
	Liquidated Damages		All Required		(5,200.00)	
	Total Construction Engineering				$ 17,366.06	
	Misc. Project Costs					
	Equal Opportunity Program Exp.		All Required		12.49	
	Total Participating Costs				$211,869.92	
	Nonparticipating Items					
	Preliminary Engineering		All Required		4.34	
	Interest on Final Payments		All Required		55.71	
	Construction Engineering		All Required		38.80	
	Total Nonparticipating Items				$ 98.85	
	TOTAL COSTS				$211,968.77	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/31/81					

AMOUNT CARRIED FORWARD . .

WIMER ST-GRANDVIEW DR ASHLAND	CONT NO		*	FA PROJ NOS		M	9% 001 100					
	315	1938		295		00	N	9				
	315	1938		296		00	N	9				2,047.20CR
	315	1938		298		00	N	9				2,047.20
	315	1938		407		00	P	1				
	315	1938		901		00	P	1				
	315	1938		901		00	N	1				
	315	1938		905		00	P	1				
	315	1938		906		00	P	1				
	315	1938		909		00	P	1				
	315	1938		910		00	P	1				
	315	1938		913		00	P	1				
	315	1938		914		00	P	1				
	315	1938		920		00	P	1				
	315	1938		921		00	P	1				
	315	1938		923		00	P	1				
	315	1938		930		00	P	1				
	315	1938		931		00	P	1				
	315	1938		950		00	P	1				
				TOT		P1						
				TOT		N1						
			**	JOB TOTALS	**				**			

MCANDREWS RD-SPRING ST MEDFRD	CONT NO		*	FA PROJ NOS		M	471001 100					
	315	1946		296		00	N	9				104.79CR
	315	1946		298		00	N	9				104.79
	315	1946		901		00	P	1	Res. Engr.			
	315	1946		905		00	P	1	Fin. Des.			
	315	1946		911		00	P	1	Signing			
	315	1946		914		00	P	1	Ut. Liaison			
	315	1946		915		00	N	1	Audit			
	315	1946		920		00	P	1	proj. Mgmt.			
	315	1946		921		00	P	1	Specs.			
	315	1946		922		00	P	1	Adm. Serv.			
	315	1946		923		00	P	1	Env. Sec.			
				TOT		P1						
				TOT		N1						
			**	JOB TOTALS	**				**			

MEDFORD TRAF SIG PROJ	CONT NO		*	FA PROJ NOS		M	00C005 100					
	315	1953		295		00	N	9				
	315	1953		296		00	N	9				42,312.35
	315	1953		298		00	N	9				42,312.35CR

TOTAL TO DATE JOB COST SUMMARY

APRIL 1982

DEPT OF	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE

NO		FA	PROJ	NOS	ME	9% 001 100				STATE
315	1938		295	00	N	9			17,800 00	
315	1938		296	00	N	9		2,047.20CR	40,009.20CR	
315	1938		298	00	N	9		2,047.20	22,209.20	
315	1938		407	00	P	1			101.04	
315	1938		901	00	P	1			13,156.84	
315	1938		901	00	N	1			180.41	
315	1938		905	00	P	1			6,704.42	
315	1938		906	00	P	1			1,319.93	
315	1938		909	00	P	1			892.21	
315	1938		910	00	P	1			58.40	
315	1938		913	00	P	1			1,214.87	
315	1938		914	00	P	1			700.44	
315	1938		920	00	P	1			50.00	
315	1938		921	00	P	1			1,426.33	
315	1938		923	00	P	1			126.32	
315	1938		930	00	P	1			4.90	
315	1938		931	00	P	1			1.95	
315	1938		950	00	P	1			127.14	
			TOT		P1				25,884.85	
			TOT		N1				180.41	
			** JOB TOTALS **				**	**	26,065.26	**

NO		FA	PROJ	NOS	M	471001 10J				STATE
315	1946		296	00	N	9		104.79CR	5,336.79CR	
315	1946		298	00	N	9		104.79	5,336.79	Fed.
315	1946		901	00	P	1 Res. Engr.			194.72	
315	1946		905	00	P	1 Fin. Des.			143.69	
315	1946		911	00	P	1 signing			4,961.93	
315	1946		914	00	P	1 Ut. Liaison			139.38	
315	1946		915	00	N	1 Audit			4.34	
315	1946		920	00	P	1 proj. Mgmt.			42.60	
315	1946		921	00	P	1 Specs.			582.15	
315	1946		922	00	P	1 Adm. Serv.			30.96	
315	1946		923	00	P	1 Env. Sec.			120.61	
			TOT		P1				6,220.04	
			TOT		N1				4.34	
			** JOB TOTALS **				**	**	6,224.38	**

NO		FA	PROJ	NOS	M	00C005 100				STATE
15	1953		295	00	N	9			4,505.00	
315	1953		296	00	N	9		42,312.35	52,282.65CR	
315	1953		298	00	N	9		42,312.35CR	47,777.65	

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE

			314	1095	298	00 N 9		61.69
			314	1095	900	00 P 1	986.35CR	556.65
			314	1095	904	00 P 1		5,000.00
			314	1095	915	00 P 1	434.11	434.11
			314	1095	920	00 P 1		137.50
			314	1095	940	00 P 1		272.50
			314	1095	944	00 P 1	17.94	53.34
			314	1095	945	00 P 1		461.15
			314	1095	948	00 P 1		7.50
					TOT	P1	534.30CR	86,087.90
					TOT	N1		594.25
					** JOB TOTALS **		534.30CR**	86,682.15
GRANDVIEW DR & WIMER ST	CONT NO		FA PROJ NOS M		920002 100			
	315	1003	900	00 P 1				
			TOT	P1				
			** JOB TOTALS **				**	
CRATER LK AV SPRG&MCANDREW RD	CONT NO	8814 *	FA PROJ NOS M		471001 100			
	315	1006	201	00 P 1	Pay Contr.			
	315	1006	203	00 P 1	Cr. Liq. Dam.			
	315	1006	206	00 N 1	Int.			

TOTAL TO DATE JOB COST SUMMARY — APRIL 1982

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE
	315	1006	295	00 N	9	Tr. City	
	315	1006	296	00 N	9	" St	61.69
	315	1006	298	00 N	9	" Fyl	61.69
	315	1006	900	00 P	1	Const. Engr.	
	315	1006	900	00 N	1	" "	
	315	1006	900	01 P	1	" "	
	315	1006	920	00 P	1	Proj. Mgmt.	
	315	1006	945	00 P	1	Const. Sec.	
	315	1006	950	00 P	1	Training	
	315	1006	985	00 P	1	EEO Monitoring	
			TOT	P1			
			TOT	N1			
			** JOB TOTALS **			**	
3RD ST-6TH ST OF E PINE	CONT NO	9042 *	FA PROJ NOS SOS		502001 100		
	315	1014	201	00 P	1		
	315	1014	201	00 N	1		
	315	1014	206	00 N	1		
	315	1014	270	01 N	1		
	315	1014	295	00 N	9		54,600.00
	315	1014	296	00 N	9		54,600.00

1095	298	00 N							
1095	900	00 P	1	986.35CR	556.63		556.63	81	82
1095	904	00 P	1		5,000.00		5,000.00	81	81
1095	915	00 P	1	434.11	434.11		434.11	82	82
1095	920	00 P	1		137.93		137.93	81	81
1095	940	00 P	1		272.48		272.48	81	81
1095	944	00 P	1	17.94	53.37		53.37	81	82
1095	945	00 P	1		461.13		461.13	81	82
1095	948	00 P	1		7.08		7.08	81	81
	TOT	P1		534.30CR	86,087.93		86,087.93		
	TOT	N1			594.24		594.24		
	** JOB TOTALS **			534.30CR**	86,682.17	**	86,682.17	**	

FA PROJ NOS M 920002 100 STATE

1003	900	00 P	1				376.89	78	81
	TOT	P1					376.89		
	** JOB TOTALS **				**	**	376.89	**	

8814 * FA PROJ NOS M 471001 100 STATE

1006	201	00 P	1	Pay Contr.			188,271.33	79	81
1006	203	00 P	1	Cr. Liq. Dam.			5,200.00CR	79	81
1006	206	00 N	1	Int.			55.71	80	80

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
1006	295	00 N 9	Tr. City		11,200.00	79	79
1006	296	00 N 9	" St.	61.69CR	187,639.02CR	79	81
1006	298	00 N 9	" Fd	61.69	176,439.02	79	81
1006	900	00 P 1	Const. Engr.		18,400.79	78	80
1006	900	00 N 1	" "		38.81	78	79
1006	900	01 P 1	" "		2,917.42	79	80
1006	920	00 P 1	Proj. Mgmt.		19.68	78	78
1006	945	00 P 1	Const. Sec.		11.70	81	81
1006	950	00 P 1	Training		1,206.47	79	80
1006	985	00 P 1	EEO Monitoring		12.19	79	79
	TOT	P1			205,639.88		
	TOT	N1			94.52		
	** JOB TOTALS **			**	** 205,734.40	**	

9042 * FA PROJ NOS SOS 502001 100 STATE

1014	201	00 P	1				66,223.62	80	81
1014	201	00 N	1				31,827.51	81	81
1014	206	00 N	1				27.82	80	80
1014	270	01 N	1				843.99	81	81
1014	295	00 N	9		54,600.00		54,600.00	81	81
1014	296	00 N	9		54,600.00CR		111,400.00CR	80	81
1014	298	00 N	9				56,800.00	80	80

#8814

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

10-16-8

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-8-80	T. P. Lowe, Area Engineer	M-2471(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-29-79	4-10-80	160 %	250 days

APPROVED EXTENSIONS	LOCATION
97½ days	See below

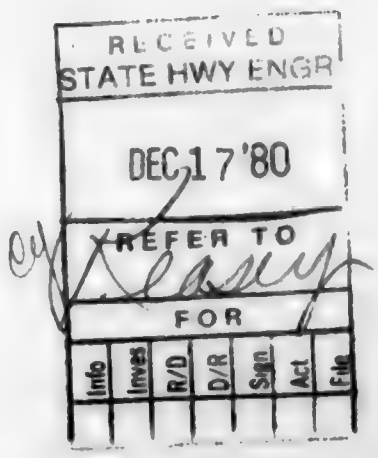
*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CRATER LAKE AVE. @ SPRING ST. & McANDREWS (MEDFORD)
FAU 2471 (CRATER LAKE AVE.)
Signal Installation

This project provided a traffic activated three phase signal at the subject interchange.

The contractor overran contract time by 149½ days. The State granted a 97½ day time extension. Liquidated damages were charged for 52 days.



*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-9-80	TITLE Field Operations Engineer	DATE 12/16/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8814

May 14, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

OCM 5
#8814

Gentlemen:

A post-final payment for $190.77 will be made to Hamilton Electric, Inc., on Contract No. 8814 for traffic signal installation on the Crater Lake Avenue at Spring Street and McAndrews Road in Medford, Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $183,071.33 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

FKN/gnk

bc: C. T. Kassey
Walt Hart
Alfred Shirley

cc: Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

April 16, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#8814

Gentlemen:

Contract No. 8814 awarded to Hamilton Electric, Inc., for a traffic signal installation on the Crater Lake Avenue at Spring Street and McAndrews Road in Medford, Jackson County, was completed on November 29, 1979, and accepted by the State Highway Division on April 10, 1980.

Final payment in the amount of $18,570.88 will be released to the contractor after April 21, 1980. The total contract amount is $182,880.36 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
CONSTRUCTION SERVICES

fhm

cc Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8814

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8814

April 3, 1980

NOTED
H. S. COULTER

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Re: Time Extension Request
Crater Lake Ave. @ Spring & McAndrews
FAP No. M-2471(1)
Contract No. 8814

Gentlemen:

We have given careful consideration to the data submitted with your request for reconsideration of contract time on the above project. A time extension of 97½ calendar days is granted due to the shortage of electronic signal components. There will remain 52 days of liquidated damages on this contract. These are the result of signal equipment malfunctions in our testing lab and on the jobsite.

Should you have further questions in this matter, please contact Resident Engineer Maude.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter
Alfred Shirley
William Maude
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
APR 7'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#8814

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: March 26, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-2471(1)

Contract 8814 Work Completed November 29, 1979

Project Crater Lake Hwy. @ Spring St. & McAndrews Rd. (Medford)

Highway FAU 2471 (Crater Lake Ave.)

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2-28-80

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Form 734-3123

#8814

STATE L.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Jackson	Oregon

IN COMPANY WITH: A. Shirley, J. Ayres, and Wm. Maude, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2/28/80	T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	M-2471(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	160 %	100 %

Crater Lake Ave. @ Spring St. & McAndrews Rd. (Medford)

FAU 2471 (Crater Lake Avenue)

Signal Installation

The project was reviewed in the field and found to be satisfactory.

The contractor used 399½ days to complete the work. This contract allowed 250 days. The contractor has requested a 149½ day time extension. The State is considering that request. This matter will be addressed in the final acceptance report.

The project appeared to be constructed in conformity with the contract provisions and acceptance is recommended.

RECEIVED
STATE HWY ENGR
APR 8 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

4-8
cy

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

8814

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crater Lake Ave. @ Spring & McAndrews Sts. (Medford)		WEEK ENDING: February 23, 1980
		SECTION PREFIX: 315-1006
HIGHWAY: FAU 2471		COUNTY: Jackson
NAME OF JOB: Crater Lake Ave @ Spring & McAndrews	KIND OF WORK: Traffic Signals	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8814	FEDERAL AID PROJECT NUMBER: M-2471(1)
DATE OF CONTRACT: October 13, 1978	DATE WORK STARTED: February 6, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 250	WORK DAYS USED / CALENDAR DAYS USED: 399-1/2
PROJECT AUTHORIZATION: $217,246.67	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 160
EXCLUSIVE OF ENGINEERING: $200,020.06	ENGINEERING AUTHORIZATION: $17,226.61	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $178,000.00	ENGINEERING COST TO DATE: $19,056.58	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11 %	PERCENT OF AUTHORIZATION 111 %	DATE PROJECT WAS COMPLETED: November 29, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
							–

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
FEB 25 1980
CONSTRUCTION BRANCH

K-assay, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on November 29, 1979 and the semi-final estimate is being prepared in this office.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

8814

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-30-78	CC 1923	

CREDIT DISTRIBUTION: 315-1946-295

BILL TO: Code:

City of Medford

City Hall

Medford, Oregon 97501

Attn: Mr. Robert Kortt, Traffic Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction on the Crater Lake Ave. @ Spring St. and McAndrews Road Section. FAU 2471 Agreement No. 6135 AD 501			

Advance Deposit Amount	$ 15,200.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 15,200.00
Transfer to Highway Fund	$ 11,200.00
Refund Due	$

Amount Due . . . . . $

Partial or final request for billing: Partial

Number of the previous request in connection with this service.

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved: Harold Werner

SP*35736-734

8814

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-46	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-31-78	Oregon County Jackson Project No. M-2471(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Crater Lake Ave. in Medford

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-8-77	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	8-30-78	0.0
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 221,076.00	$ 189,616.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Lumta

Technical Services Engineer
(Title)

By for H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for C. L. Green

Date executed by Division Administrator OCT 31 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-Files

Oregon State Highway Division
Salem, Oregon, October 16, 1978

Federal Aid Project
No. M-2471(1)

Crater Lake Ave. at Spring St. & McAndrews Rd.
FAU 2471 (Medford)
Jackson County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 6,100.00
Type Code Y031			
Signals (Spring St.) (McAndrews Rd.)			
Temporary Protection and Direction of Traffic	All Required		$ 1,689.00
Temporary Signs	240 Sq.Ft.	4.51	1,082.40
Temporary Barricades	8 Each	90.12	720.96
Flagmen "A"	80 Hour	26.73	2,138.40
Sidewalk Ramps	8 Each	338.25	2,706.00
Sidewalks	All Required		474.00
Traffic Signal Installation, Complete	All Required		180,596.00
Subtotal			$189,406.76
Engineering			23,596.24
Engineering (Signal Controller Testing)			2,000.00
Total			214,976.00

Length of Project - - - - - - - - - - - - 0.00 mi.

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering (85.8%)	$ 6,100	$ 5,232	$ 434	$ 434
Traffic Signals (85.77%)	214,976	184,384	15,296	15,296
Total	$221,076	$189,616	$15,730	$15,730

Oregon State Highway Division
Salem, Oregon, October 16, 1978

Federal Aid Project
No. M-2471(1)

Group 1 100%

Contract No. 8814

Prefix 315-1946

Prefix 315-1006

8814

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1978

Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8814 for traffic signal installation on Crater Lake Avenue at Spring Street and McAndrews Road in Medford, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
William Maude
L. E. George

4814

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
William Maude
L. E. George
SAIF
Fran

October 13, 1978

Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on September 28 accepted your proposal for traffic signal installation on Crater Lake Avenue at Spring Street and McAndrews Road in Medford, Jackson County, for the sum of $189,406.76 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Medford and the Federal Highway Administration and when the sum of $15,200 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 3814.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 25, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

September 22, 1978

City of Medford
City Hall
Medford, Oregon 97501

Attn: Mr. Robert Kortt
Traffic Engineer

Gentlemen:

On September 21, 1978 a satisfactory bid was received from Hamilton Electric, Inc., 234 West Fifth Avenue, Eugene, Oregon 97401 for Signal Installation on the Crater Lake Avenue at Spring Street and McAndrew Road Section, FA# 2471.

The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$189,406.76
Signal Controller Testing (Engineering)	2,000.00
4% Contingencies	8,613.30
(9%) Engineering	17,226.61
ESTIMATED TOTAL COST	$217,246.67

City's Advance Deposit:
7% of $217,246.67 = $15,207.27 or say $15,200.00

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than October 13, 1978.

Please make your check for $15,200.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

FH:pf

bc w/Ad # 501: Region 3 Federal Aid Engineer Al Shirley
Vern Skoog - Please return completed AD # 501 when check is received.

8814

Medford

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/17/78
Donald L. Root

9-21-78 Bid Letting _____ All Clear Deadline

SECTION CRATER LAKE AVE.@ SPRING ST. @ MCANDERWS RD.
Highway (MEDFORD) FAU 2471 Crater Lake Ave.
County Jackson Region 3
Type of Work Signals-Illum Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8814

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8-30-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2471(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70449

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	8-30-78	FAU-2471	City Street

GENERAL LOCATION:
Crater Lake Ave. at McAndrews Rd. and Spring St. (Medford)

GENERAL DESCRIPTION OF WORK:
Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 8-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $212,873 - Federal Funds $186,871.

A signed copy of the Title Sheet is returned herewith.

O. L. G. KLABOE

Swan w/cm.
9-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Oregon Map
0 800 1600 Feet

Robert A. Burco — DIRECTOR OF TRANSPORTATION
Fred B Klaboe — ASSISTANT DIRECTOR FOR OPERATIONS

DISTRICT ENGINEER

3/11

Section and McAndrews Rd. (Medford) Programming Estimate $ _____

Highway FAU 2471 (Crater Lake Ave.) Project Length —

County Jackson 8-11-78 Completion Time 250 calendar days

Kind of Work Traffic Signal Installation _____

Prefix 315-1946 FA Project No. M-2471(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 187,554.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Install Water Meter		$ 2,000.00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2,000	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 189,554.00
Contingencies (4-1/2%)		8,529.93
Engineering (9 %)		17,059.86
~~SUBTOTAL~~ →		$
Credit for _____		
Estimated Net Authorization, Construction		$ 215,143.79

APPROVED

_____
Road Design Engineer

8-11-78
OK

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 28 July 78

Section Crater Lake Ave. at Spring St and McAndrews Rd. (Medford) County Jackson

Kind Of Work Traffic Signal Installation Length — Name Butler-6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic (1½%)		Lump Sum	All	Lump Sum	2,103.00
	Temporary Signs		Sq. Ft.	240	6.00	1,440.00
	Temporary Barricades		Each	8	125.00	1,000.00
	Flagmen "A"		Hour	80	18.50	1,480.00
	Sidewalk Ramps		Each	8	300.00	2,400.00
	Sidewalks		Lump Sum	All	Lump Sum	300.00
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	178831
	Total					187,554

8814

PROJECT MANAGEMENT OFFICE MEMO

Date 7-6-78

Subject Crater Lake Blvd @ Spring St & McAndrews Rd. File No. _____

Received (call) ~~(visit)~~ from Bill Zirbes

Address _____

Made (call) ~~(visit)~~ to Bob Kortt - Medford Phone _____

Reason for contact and general discussion: Bill says estimate has risen to $211,000 from $123,000, does City have funds. They have requested 3yr Advance for Biddle Rd. and appears there will be ample funds to proceed with this project. Jack Ayres gone, So called Bob Kortt direct, he says City has match for new estimated cost and proceed with project.

Signature Gary E. Zehren

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8814

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 13, 1978

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: D.H. Moehring, Manager
Office of Project Management
SALEM

ATTENTION: GERALD WIMER

SUBJECT: Request for a program change
Crater Lake Blvd. @
McAndrews Rd. & Spring St.
FAUS project no. M-2471(1)
Medford

Sometime ago Mr. Robert Kortt, Traffic Engineer, Medford, contacted this office and asked if he was authorized to order materials for the subject project to supply the eventual successful bidder. After checking we determined that the project had not been so programmed with the FHWA. Your office initiated a change letter requesting this authority.

Mr. Tom Lowe, Area Engineer, FHWA, contacted the writer this date and asked for justification. Mr. Kortt admitted there was no emergency and that a time savings would occur. Some price reduction due to large lot purchase and possibly some uniformity of control equipment could be effected by this method.

Mr. Lowe was advised of Mr. Kortt's response and indicated he would not approve such an arrangement. He and the writer agreed after further discussion with Mr. L.E. George, Traffic Engineer, Salem, that the state would withdraw its request to reprogram this project.

Would you please, therefore, initiate the paperwork necessary to withdraw the request for FHWA approval to allow the city to supply materials to the contractor. The project should be prepared for the usual method.

GLC/cao
cc: L.E. George
George Thornton
Keith Martin

Buz Swan

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

APR 18 1978

TAA Johnson File: PM FA LG OP

8814

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 17, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project No. M-2471(1)
Crater Lake Avenue at McAndrews Road & Spring Street (Medford)
Jackson County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT
Salem, Oregon

Mr. Swan's request of April 5, 1978 for an advance determination of a public interest finding for the City of Medford to furnish material to a contractor for installation of a traffic signal has been reviewed. Mr. Tom Lowe, Area Engineer, discussed this matter with your Regional Federal-aid Engineer, Glen L. Clark, and it was determined that there was no critical timing or safety factor involved to the installation. In this particular instance a public interest finding is not justified.

for G. L. Green

cc:
ODOT (D E Swan, Fed-aid Mgr)
ODOT (G Zehner, Proj Mgmt)
OSHD (Reg 3, Al Shirley)

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
APR 18 '78
REFER TO

8814

FAIS

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 5, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project No. M-2471(1)
Crater Lake Ave. @ McAndrews Rd.
& Spring St. (Medford)
Jackson County

We request your advance confirmation that you can make a finding in the public interest for the City of Medford to purchase, and furnish to the contractor for installation, steel poles, signal heads, control equipment, luminaires, illuminated signs and other hardware. Further information is contained in the enclosed copy of the City of Medford's letter of April 29, 1977.

CL:lml
Att.

cc: A. Shirley (Reg. 3)
G. Zehner

N

N

8814

File
Medford.

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2-22-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-2471(1)
Project Name Crater Lake Avenue at Spring Street and McAndrews Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

3-16-78
CC DE SWAN
CT KEASEY
R. TRIGSTAD

Signed at Medford, Oregon, this 22nd day of February, 1978

City of MEDFORD

Certified By:

for Richard Wilson
Regional Right-of-Way Supervisor
Date March 1, 1978

A Densmore
Al Densmore Mayor

Emily H. Kirkham
Emily H. Kirkham City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8814

September 8, 1977

City of Medford
City Hall
Medford, OR 97501

MISC. CONTRACTS and AGREEMENTS No. 6135

Attention: Emily H. Kirkham
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Crater Lake Avenue (FAU 2471) at Spring Street and McAndrews Road (Medford) Section.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ekr

Attachment

bc: Don Harwell (agreement attached)

8814

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6641

Mr. Robert Kortt
Traffic Engineer
Medford City Hall
Medford, OR 97501

August 25, 1977

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 26 1977
File: PM FA
TAA _____ LG OP

Dear Mr. Kortt:

This is to advise that the Federal Highway Administration has approved the preliminary engineering phase of your FAUS Crater Lake Ave. at Spring Street and McAndrews signal installation and upgrading Project No. M-2471 (1).

You may proceed with the design of the installation immediately. The total cost of this phase of the project will not exceed a total cost of $5000 ($4,290 Federal funds). This will include the anticipated state involvement in calling for bids, contract plan development, etc. If an overrun is anticipated a formal request must be processed through this office via Mr. Keith Martin, Monitor, or the overrrun will be a non participating item.

Please forward preliminary plans and special provisions through Mr. Martin when available.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring ✓
L.E. George
George Thornton
Keith Martin

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 15, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
McAndrews Rd.-Spring St.
(Medford) Section
Crater Lake Avenue (FAUS 2471)
Jackson County

A substantial signal project has been proposed between Spring and McAndrews on Crater Lake Avenue in Medford. Proposed work includes upgrading the existing 3 phase signal at McAndrews to 8 phases, installing a 5 phase signal at Spring, putting in an inter-connect between intersections, installing a system master in the vicinity of McAndrews, and increasing street lighting from the existing 7 units to 12 units. Mast arm mounting has been suggested for the signals. The proposal would cost an estimated $125,000 on FAU funding.

The existing typical section on Crater Lake Avenue is 4 lanes with a continuous two-way left-turn refuge, curbs and gutters -- 60 feet overall. There are also two 10-foot sidewalks, and parking is prohibited. ADT is 13,900 and design speed is 40 MPH. Existing right-of-way is 80 feet. No changes are proposed for the roadway or in the right-of-way.

Rapid, typically recent land development characterizes the project area. Most abutting land use is roadside commercial and service in nature with fast food, service station, retailing, office and medical activities. Beyond these intensive uses around the immediate transportation corridor single and multiple family residential use predominates.

The proposal will have few is any primary impacts upon the project area, and secondary effects should be beneficial if they result in better safety and traffic control as anticipated.

It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment for Safety Projects is applicable. This statewide assessment classifies this project as non-major.

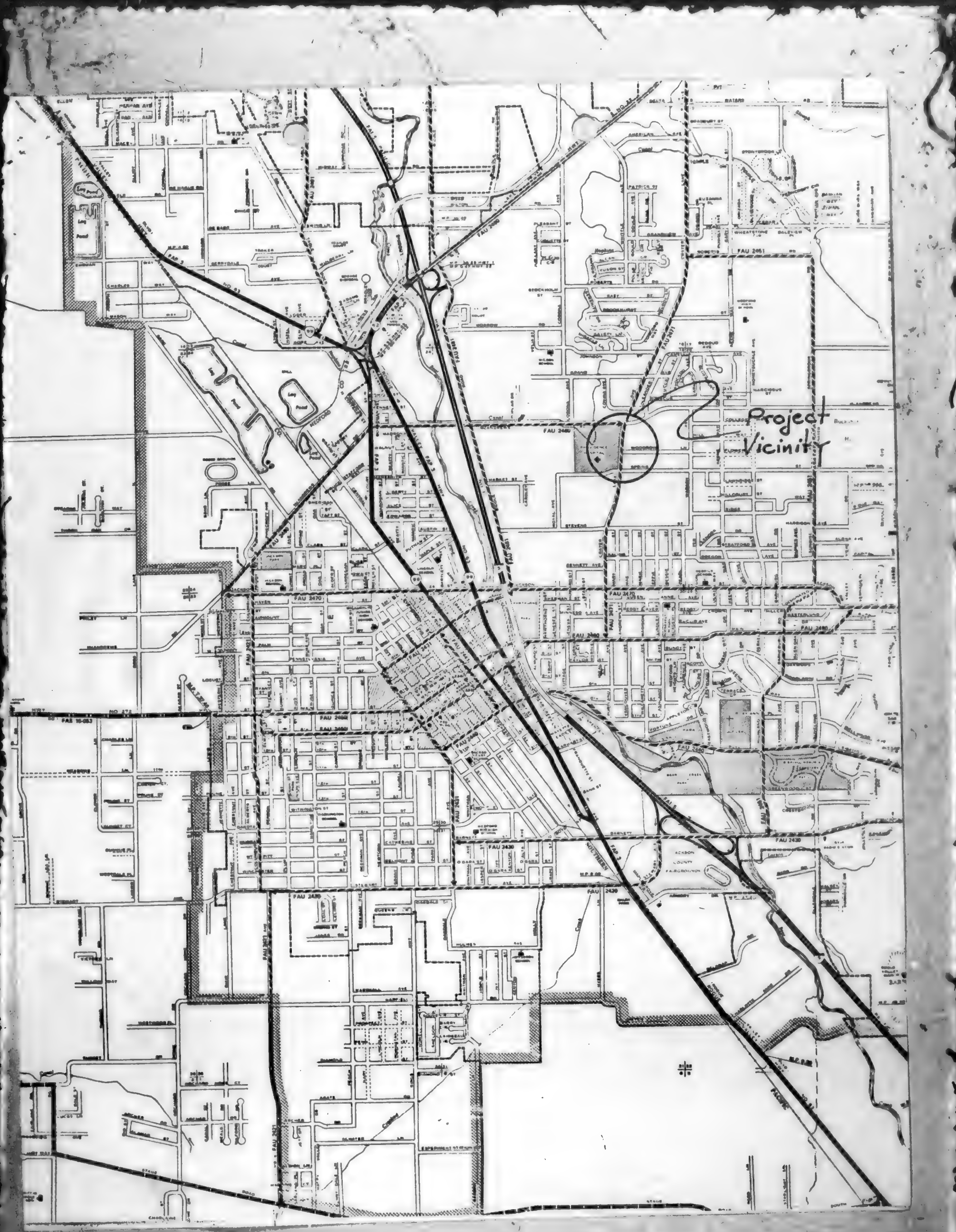
The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh
Attachment
cc: E. S. Hunter
Alfred Shirley w/attach
Eb Engelmann w/attach
Don Trout w/attach

Versteeg
1 Olson
1 copy Christensen
2 Scott
1 copy Swenson
Savage
3 Trout

RECEIVED
AUG 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other


Project
Vicinity

8814

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section McAndrews Rd.-Spring St. (Medford) Date May 25, 19 77

Highway Crater Lake Ave. FAUS 2471 Authorization No. 1

County Jackson Survey Prefix 315 - 1946 (Assigned by Salem office)

Description of termini, route, length, etc.:

From the intersection of Crater Lake Ave. @ McAndrews Rd. on the north to the intersection of Crater Lake Ave. @ Spring St. on the south.

Length: 1,100 feet

Purpose of survey: To monitor field work and prepare contract plans and specifications for signalization work at the subject (2) intersections. The balance of the preliminary engineering will be performed by the City of Medford.

M-2471(1)

Estimate of cost:

Field	301	250
Plans	905	200
Traffic	911	1,200
Utility	914	100
Specifications	921	250

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

Frank E. Pepin
..... Location Engineer

Approved:

Deputy
..... Assistant State Highway Engineer

SP*22804-734

OFFICE ENGINEERING SECTION

P. E. APPR. 8-8-77

FED. AID FAUS STATE .....

N (a) HR MJ

A B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-2471(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70449

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
Planning
FOR
Info | Approves | R/D | R/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-8-77	FAU 2471	City Street

GENERAL LOCATION:

"Crater Lake Ave. at McAndrews Rd. & Spring St. Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — Including utility preparatory work TEC not to exceed $5,000 FF-$4,290
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7-27-77 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

Also, as requested, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8/8/77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-455

8814

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 27, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 70449
Project No. M-2471(1)
Crater Lake Ave. @ McAndrews Rd. & Spring St. (Medford) Sec.
Jackson County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.
(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $5,000 with an obligation of $ 4,290 in federal funds.

CL:eb

cc: A. Shirley (Region 3)
G. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

July 27, 1977

FEDERAL-A (P

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Crater Lake Ave. in Medford. 65	ADT	PRESENT 13,900	FUTURE N/A (68) (70)	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Traffic Signals & Illum. 62	NATL. FOREST (63) (68)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Jackson	
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. U	FEDERA 2471

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJ TOTAL ESTIMATED COST (59) (66)	FEDERAL FUN (67)
5					PE			0.0	5,000	4,290
5					ROW					
5					CONST (CODE) (Topics) Y030 Y031		"Crater Lake Ave. @ McAndrews Rd. & Spring St. Sec."	0.0	125,000	107,250
							PROJECT TOTALS	0.0	130,000	111,540

(16) (22) (24)

CARD 1	CODE 1	PREPARED BY C. L.
	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	13,900	N/A	97	10	Oregon	41	W32	70449

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI. DESIG.
				M-	2471	(1)	

COUNTY NAME: Jackson — CODE: 029

ROUTE NO.: U — FEDERAL-AID: 2471 — STATE: City St. — U.S.: —

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0	5,000	4,290	355	355 (city)	
					ROW-80' normal; Access Control-None; Parking Restrictions-complete.
0.0	125,000	107,250	8,875	8,875 (city)	
0.0	130,000	111,540	9,230	9,230	

REMARKS

USCOMM DUSCOMM-DC 48905-P61

Crater Lake Ave. @ Spring St. & McAndrews Rd. (Medford) Section
Project No. M-2471(1)

Existing Facilities:

Crater Lake Ave. - - - 60 foot curbed roadway with 4 travel lanes, continuous left turn median and 10 foot sidewalks each side.

McAndrews Rd. - - - 55 foot curbed roadway with 4 travel lanes.

Spring St. - - - 30 foot curbed roadway.

Traffic actuated 3 phase signal at intersection of Crater Lake Ave. & McAndrews Rd. Traffic controlled by stop signs on Spring St. at the intersection of crater Lake Ave.

Adjacent Sections: Same as existing facilities.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Install multiphase traffic signal at the intersection of Crater Lake Ave. and Spring St., revise existing signal at the intersection of Crater Lake Ave. and McAndrews Rd., install signal interconnect and additional illumination at both intersections and other work incidental to this type of project.

Note: Portions of the preliminary and construction engineering will be performed by city of Medford forces with review and contracting by State forces.

Unusual Circumstances: The city of Medford proposes to purchase the major signalization equipment and hardware and furnish to the contractor for installation.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Medford Municipal Airport is 2 miles northwest of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requirements: Nonmajor Action project under paragraph 10e.

Medford) Section

ravel lanes, continuous
dewalks each side.

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Lake Ave. & McAndrews Rd.
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cting by State forces.

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urnish to the contractor

and Recreational Areas:

t of the project; however,
will result from this

paragraph 10e.

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse and District 8 clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

Public Hearings - - - Not required under Oregon Action Plan Plan.

Location/Design - - - Not a factor in the development of this project.

Data for PR-37:

Type Code Y030 - - - $7,000
Type Code Y031 - -$118,000

Note: This project is in Congressional District No. 4.

8814

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

June 13, 1977

Dear Mr. Kortt:

This will acknowledge your letter of June 9, 1977, returning unsigned, copies of agreement number 6135 pertaining to your FAUS McAndrews Rd.-Spring Street (Medford) Section on Crater Lake Ave. Project Number M-2471( ). You requested that the agreement be revised to indicate that the State perform construction engineering.

By a copy of this letter, I am asking the Program Management Section to revise this agreement reflecting your request.

Also, by a copy of this letter, I am asking Mr. Grassman, Region Design Engineer, to submit a revised Authority for Survey also reflecting this requested change.

When the new agreements have been prepared, you will be advised.

6-17-77
Agreement revised

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
George Thornton
Keith Martin
John Grassman

PROJECT MANAGEMENT

JUN 15 77

REFER TO: Holmes Tea

FOR

Info	Investigate	R/D	Action	File	Letter	See me

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

June 9, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen Clark

Subject: Crater Lake Avenue, McAndrews to Spring Street
FAUS Project No. M-2471( )

Gentlemen:

Returned herewith are three bound copies of Agreement No. 6135 pertaining to the Crater Lake Avenue FAUS Project No. M-2471( ) at McAndrews and Spring Street in Medford.

This document has been reviewed. The City requests that the document be revised as follows:

Page 3, Paragraph 8, under "Things to be Done by the City --

Delete this paragraph in its entirety. The City requests that the State Highway Division be in charge of contract activities and to perform the construction engineering on this project and that the State should document that all materials used meet controlling specifications with the exception of an itemized list of material to be furnished by the City and that the completed project meets the quantity requirements of the contract.

On a previous contract, the City has undertaken the construction engineering and also indicated that possibly on future contracts, we would continue to do so. However, the voluminous amounts of paper work and documentation required is in excess of what our present staffing can handle. Therefore, we request that on this project and on all future FAUS projects, that the State Highway Division perform construction engineering.

If this change may be incorporated, please have agreement modified and resubmitted to the City for approval.

If there are questions or comments, please advise.

Yours very truly,

Robert D. Kortt

Robert D. Kortt, City Traffic Engineer

ahf

8814

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: May 9, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
MAY 17 1977
I-H

SUBJECT: Federal Aid Urban System Project Requests and Project Cancellation

On the Consent Calendar for the May 17 meeting will be a request to cancel a previously approved Urban System Project and eight requests for approval of Urban System projects.

The request for cancellation is for a previously approved project on S.W. 49th Avenue (Multnomah County) and Kerr Road (Clackamas County).

copies in each

Medford is requesting a $125,000 traffic signal project on Crater Lake Avenue at the Spring Street and McAndrews Road intersections.

A $2,298,000 project to widen and improve a 1.38-mile section of N.W. Front Avenue is being requested by the City of Portland.

The City of Salem is requesting a $32,000 project to signalize the intersection of S.E. 12th Street and S.E. Madrona Avenue.

The request from Woodburn is for a $436,000 project to reconstruct 0.74 mile of East Cleveland Street between Front Street and Pacific Highway West.
EAST

Two project requests were submitted by Lane County. One is a $285,000 project on 5th Street in Springfield. The other is a $550,000 project to widen and improve a 2.42-mile section of Northwest Expressway.

NOTED
C. W. HEAD

Washington County's two project requests are for a $1,522,000 project on S.W. Barnes Road and a $420,000 project on N.W. 185th Avenue.

Federal Aid Urban System Funds for these projects is estimated at $4,327,420 with the State providing approximately $351,790 in match funds and $988,790 being contributed by the local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

GEZ:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
F. E. Terpin
V. E. Skoog
E. L. Hardt
John Sheldrake
Alfred Shirley, Jr.
D. N. Harwell
George Bell
Max Klotz

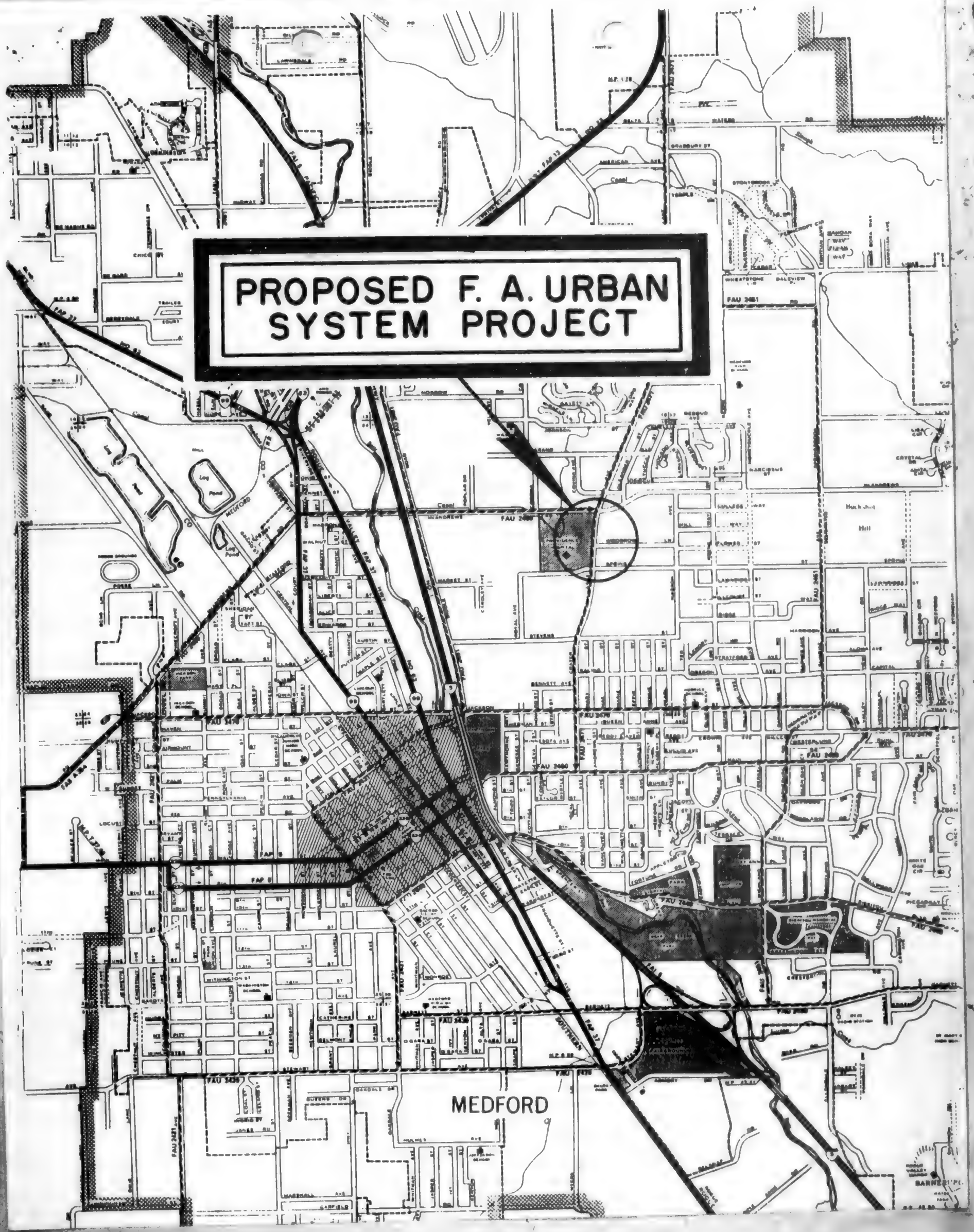
CITY OF MEDFORD
Proposed Urban System Project

Crater Lake Avenue (FAU 2471) at
Spring Street and McAndrews Road (Medford)
Signals and Illumination
$125,000

This project consists of installing traffic signals at the intersection of Crater Lake Avenue and Spring Street, and upgrading the existing traffic signals at the Crater Lake Avenue and McAndrews Road intersection. A rigid steel signal interconnect will be installed between the two intersections.

The City of Medford will perform the preliminary and construction engineering for the project.

77-d
5/5/77


PROPOSED F. A. URBAN
SYSTEM PROJECT
MEDFORD

8814

Rulien

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

April 13, 1977

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge your letter of March 25, 1977, submitting a FAUS project application for signalization of two intersections on Crater Lake Ave. (McAndrews and Spring Streets).

As this request has the signatures of both city and county officials, we assume this amends your FAUS priority list now on file with this office. Some weeks ago at a meeting in your office, there was a conversation concerning the submission of a revised priority list. Such would be appreciated.

By a copy of this letter, I am forwarding your application to the Program Management Section so that an appropriate agreement can be prepared and other routine processing accomplished.

An assessment was not supplied with the application, but due to the natrue of the project, Mr. Engelmann is being asked to document that it fits the Statewide Blanket Assessment for such projects. If an assessment is required, he will advise you.

4-22-77
Clark will request City to provide justification for furnishing signal equip.
L

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

5-3-77
project request to LE George for review
L

GC/slc

cc: L.W. Rulien
L.E. George
George Thornton
Keith Martin
Eb Engelmann

NOTED
MANOR C. HOLMES

PROJECT MANAGEMENT
APR 15 '77
REPLY TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me
X

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

March 25, 1977

Mr. Glen L. Clark
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Subject: FAUS Project
Crater Lake Avenue at Spring and at McAndrews

Dear Mr. Clark:

Enclosed herewith is one copy of a FAUS Project Application on Crater Lake Avenue in Medford. Application has been signed by the Mayor and City Recorder and also by Jackson County Commissioners.

This application request for a "system master" at Crater Lake Avenue and McAndrews is predicated on eventual reconstruction of other signalized intersections along Crater Lake Avenue to enable us to install coordinating units at other intersections at a later date and coordinate into the system master.

Future projects would bring other existing signalized intersections on Crater Lake Avenue into the system. Ohter existing intersections are as follows:

1. Crater Lake and Brookhurst, two-phase operated by 1804 automatic
2. Crater Lake Avenue and Stevens Street, fixed time, Type F
3. Crater Lake Avenue and Jackson, fixed time, Type F
4. Crater Lake Avenue and East Main, fixed time, Type F

Along with this, any other new signalized intersections added at a later date would be included into the system operation.

As we have indicated earlier, Group B of the FAUS system priority list consists of two projects on Stewart Avenue. These projects are being held up pending the outcome of a City/County bond election to improve Stewart Avenue.

If there are any comments or suggestions, please advise.

Yours very truly,

Robert D. Kortt
City Traffic Engineer

ahf
Atch.

8814

FEDERAL AID PROJECT REQUEST

Date March 23, 1977

Applicant Agency City of Medford

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 2471 Route Name Crater Lake Avenue

Project Name Traffic signals - Spring Street to McAndrews, Crater Lake Avenue (Medford) section

Project Length 1,100 feet Project Location (Attach sketch map)

Project Description Install a new traffic signal installation at Crater Lake Avenue and Spring. Improve and upgrade existing traffic signals at Crater Lake Avenue and McAndrews. Install rigid steel signal interconnect between the two intersections. Install street lighting. Install system master at Crater Lake Avenue and McAndrews. Install coordinating units both intersections.

Average Daily Traffic 13,900 Design Speed 40

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 60'0" Travel Lanes Four Shoulders Curb and gutter

Medians Continuous two-way left turn Parking No on-street parking

Sidewalks 10'0" sidewalks both sides

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

No changes in roadway

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80'0" Minimum Same Maximum Same

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Crater Lake Avenue and McAndrews. Existing signalization -- Traffic-actuated, 3-phase utilizing ET145 Eagle controller that used to be at Riverside and Barnett 15 years ago. Signals need to be upgraded to uniform manual and phasing increased to eight-phase. Existing poles are over-stressed, span-wire mount.

2. **Proposed Signalization:**

Location Crater Lake Avenue and McAndrews Road

Type Full traffic-actuated, coordinated system
Phases Eight-phase
Type of Suspension Mast Arm
Interconnected Coordinated four Crater Lake Avenue traffic
Remarks Coordination to be by hard wire interconnect between intersections with master control at McAndrews to force off side street green at Spring

3. **Permanent Signing:**

Include in project or by applicant? By City of Medford

4. **Permanent Striping:**

Include in project or by applicant? By City of Medford

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Crater Lake Ave. at McAndrews	2	400 watt H.P.S. units
Crater Lake Ave., Spring to McAndrews	4	400 watt mercury vapor
Crater Lake Ave. at Spring	1	400 watt mercury vapor

2. **Proposed Illumination:**

Location Crater Lake Ave. at McAndrews	4	400 watt H.P.S. units
Type Crater Lake Ave., Spring to McAndrews	4	400 watt H.P.S. units
Crater Lake Ave. at Spring	4	400 watt H.P.S. units

Remarks Lighting circuits to go in same trench between intersections that signal coordination circuits will be installed.

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Approach Roadway Width **Shoulder Width**
Length **Width**
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: **Length** **Width**

2. **Proposed Signalization:**

Location Crater Lake Avenue and Spring Street

Type Full traffic actuated, coordinated system
Phases Five phase
Type of Suspension Mast Arm
Interconnected Coordinated for Crater Lake Avenue traffic flow
Remarks Shown on Sheet No. 2

3. **Permanent Signing:**

Include in project or by applicant? By City of Medford

4. **Permanent Striping:**

Include in project or by applicant? By City of Medford

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Shown on Sheet No. 2

2. **Proposed Illumination:**

Location All proposed illumination shown on Sheet No. 2
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad_____
Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Hugh Jennings, Councilman, City of Medford Office
2. Environmental — E. G. Engelman, OSHD, Roseburg Office
3. Public Hearing — N/A Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant XX State_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant XX State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes _____ No XX
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ --
Right-of-way costs (if participating)	--
Traffic control	116,000
Illumination	7,200
Structures	--
Railroad	--
Other _____	
Preliminary engineering	2,000
PROJECT TOTAL	$ 125,200

Remarks City will purchase and furnish to contractor major signalization equipment and hardware. State will advertise and award labor contract for installation.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Medford and/or Jackson COUNTY

By Al Densmore
Al Densmore, Mayor

By Emily H. Kirkham
Emily H. Kirkham, Recorder

By Isabel H. Sickels
Tom Moore, Board of Commissioners

By Tom Moore

By Carol D. Doty

PROJECT

1" = 1600'

N

TRAFFIC SIGNAL ANALYSIS FOR THE INTERSECTION

CRATER LAKE AVENUE AND SPRING STREET

Prepared by: M. A. Wolfe, September 1976

WARRANT NO. 1 MINIMUM VEHICULAR VOLUME

Number of lanes for moving traffic on each approach:

Crater Lake Avenue	2 lanes
Spring Street	1 lane

Minimum vehicular volumes for Warrant No. 1 of the Uniform Traffic Control Devices for the State of Oregon.

Major Street (total both approaches) - 600 cars per hour for peak 8 hours

Minor Street (one approach only) - 150 cars per hour for the same 8 hours

24 hour traffic counts were taken on both Crater Lake Avenue and Spring Street during an average weekday. From this count, we extracted the highest 8 hour volumes on each street.

PEAK 8 HOUR VOLUME (Average Weekday)

Time (same hours for both streets)	a.m. 7-8	a.m. 8-9	a.m. 11-12	p.m. 12-1	p.m. 1-2	p.m. 2-3	p.m. 3-4	p.m. 4-5
Crater Lake Avenue	1193	1360	1169	1325	1272	1319	1678	1609
Spring Street	152	115	116	112	117	129	132	122
Pedestrian Volumes	Not applicable							

This warrant is satisfied by traffic volume to 91%.

WARRANT NO. 2 INTERRUPTION OF CONTINUOUS TRAFFIC

Under the conditions of this warrant, traffic volumes at this intersection must be 900 or more cars per hour for 8 hours on Crater Lake Avenue (both directions) and 75 or more cars per hour on Spring Street (one direction only). Total volume for both streets must be for the same 8 hour period. By reviewing the peak 8 hour volumes on chart, we find that this warrant is satisfied by traffic volume to 100%. When the 85 percentile speed exceeds 40 m.p.h., minimum warrant is 70% of the requirement.

Traffic Signal Analysis for the Intersection of
Crater Lake Avenue and Spring Street

WARRANT NO. 3 MINIMUM PEDESTRIAN VOLUME

To obtain signals under this warrant, volumes on highest volume crosswalk only across major street must be 150 per hour for 8 hours. From pedestrian activity observed, this warrant is not applicable.

WARRANT NO. 4 PROGRESSIVE MOVEMENT

Progressive movement would not be improved by signals at this location.

WARRANT NO. 5 ACCIDENT EXPERIENCE

An accident warrant for signals is five accidents within a 12 month period which would have been preventable by traffic signals. A review of the accident record shows 2 accidents during 12 months of this type. Also, vehicular volumes should be not less than 80% of the requirements specified in Warrants Nos. 1, or 2, or No. 3.

WARRANT NO. 6 COMBINATION OF WARRANTS

Signals under this warrant are justified where no one warrant is satisfied, but two or more warrants are satisfied to the extent of 80% or more of the required volumes. Since Warrant No. 1 is 91% and Warrant No. 2 is 100%, signals are justified under this warrant.

TRAFFIC SIGNAL WARRANT SUMMARY

Signal Warrants	At Present Time % of Warrant Met	Warranted
1. Minimum vehicular volume	91%	No
2. Interruption of continuous traffic	100%	Yes
3. Minimum Pedestrian volume	-0-	No
4. Progressive movement	N/A	No
5. Accident experience	40%	No
6. Accidents in the last 12 months susceptible to correction by traffic signal	2	No
7. Combination of warrants - 2 required (each at least 80%)	Yes	Yes

CONCLUSIONS AND RECOMMENDATIONS

As a result of the traffic investigations conducted at the intersection of Crater Lake Avenue and Spring Street, it is concluded that at the present time, a traffic signal does meet a minimum warrant as prescribed in the Manual on Uniform Traffic Control Devices for the State of Oregon.

1978 Grayback Cr.-Lake Cr. Sec., Oregon Caves Hwy. (Gr. & rock inlay) 8815

#8815 10-21-80

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

8815

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-101(1)	Josephine	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, included construction of fall out areas, construction of rock inlay, and disposal of excess materials in waste areas. Work was completed May 17, 1979 on the Grayback Cr.-Lake Cr. (M.P. 11.8, 18.2 & 18.4) Section approximately 12 to 18 miles east of Cave Junction on the Oregon Caves Highway.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
J.B. Steel, Inc.	$ 132,865.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* T Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

11-10 cy

Info / Inves / R/D / D/R / Sign / Act / File

REFER TO FOR T Keasey

NOV 7 - '80

RECEIVED STATE HWY ENGR

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
T. P. Lowe, Area Engineer	2/22/79

12. IN COMPANY WITH
Jim Gix, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE T P Lowe		16. SIGNATURE G K Hossner	
14. TITLE Area Engineer	15. DATE 10-29-80	17. TITLE Field Operations Engineer	18. DATE 10-29-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8 & 15

B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2 - 19 - 80

FEDERAL AID PROJECT NO.
-101(2)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME
Josephine

ITEM NO.
80057

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR
Info | Invest | R/D | R/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2/19/80	2/19/80	Secondary 101	Primary 38

GENERAL LOCATION:
Grayback Creek Section

GENERAL DESCRIPTION OF WORK:
Slide correction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2/12/80 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $276,000 Federal funds $243,290 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/19/80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—831-886

8815
A.D.

August 16, 1979

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

Gentlemen:

Contract No. 8815 awarded to J. B. Steel, Inc., for work on the Grayback Creek-Lake Creek (M.P. 11.8, 18.2 and 18.4) Section of the Oregon Caves Highway in Josephine County was completed on May 17, 1979, and accepted by the State Highway Engineer on August 13, 1979.

Final payment in the amount of $6,098.75 will be released to the contractor after August 21, 1979. The total contract amount is $134,689.33 including $378.51 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on the contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: J. B. Steel, Inc.
190 N. Ross Lane
Medford, OR 97501

United Pacific Insurance Company
Fidelity & Surety Department
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

#8815

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 23, 1979

FILE: CON 5

ORIGINAL SIGNED BY J. J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

TO: J.H. Versteeg
Head of Engineering
SALEM

SUBJECT: Slide Correction
Grayback Cr. - Lake Cr.
Oregon Caves Highway
Josephine County

Herewith plan sheet and cross sections for the location on a slide correction brought on by slope removal on contract 8815. Ed Johnson has prepared an analysis and report recommending the installation of bin walls as a corrective measure.

Your cooperation in early development of this project is requested. It is essential that corrective action be undertaken before the wet season.

jjg/cp
encl.
cc: E. Hunter
F. Yarbrough
E. Johnson
K. Martin

RECEIVED
TECHNICAL SERVICES
JUL 24 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8815

DATE: July 6, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Grayback Creek-Lake Creek
Josephine County
Contract No. 8815

An overrun of the project authorization on this federal-aid excavation and rock inlay project is apparent. An additional $12,910.81 or 8.4 percent is needed to cover the estimated cost.

Additional work due to slides has caused the overrun. Major overrun items are General Excavation ($6,734), Slide Correction Work ($12,378) and Engineering ($4,817). The overrun items will exceed the contingency money available. All overruns are eligible for federal participation.

It is recommended that the authorization for this project be increased by $12,910.81 for a new total of $166,550.09. This matter will be on the Consent Calendar for your July 17 meeting.

DCA:mk dc

bc F. B. Klaboe
C. W. Head
C. T. Kessey
V. E. Skoog
L. W. Rulien
D. H. Moehring
Alfred Shirley, Jr.
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8815

Salem, Oregon

July 5, 1979

FROM: O. B. Jackmond
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Grayback Cr.-Lake Cr.
Josephine County
Contract No. 8815

Work on this federal-aid project is nearing completion and an overrun of the project authorization is apparent. Excavation and rock inlay were the main items of work. An additional $12,910.81 or 8.4 percent is needed to cover the estimated cost.

Additional work due to slides in the area has caused the overrun of the project authorization. An earth slide resulted in an increase in the General Excavation item of $6,734. The amount anticipated for slide correction work overran by $12,378 due to slides after the excavation work had been completed. An overrun in Engineering of $4,817 was caused by the additional remeasure work, and soil investigation work which is still ongoing.

A rough draft letter to the Transportation Commission and a copy of the Expected Overrun of Project Authorization is attached.

P.C.R.B. approval is not required. All costs are eligible for federal participation.

OBJ:DA:fr

Att.

cc: Alfred Shirley
Keith Martin
Robert Church

Form E-378 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Grayback Cr.-Lake Cr. Date 31 May 1979

Highway Oregon Caves Contract No. 8815

County Josephine Kind of Work Excavation & Rock Inlay Contractor J.B. Steel, Inc.

	Authorized	Estimated	
Contract Amount	132,865.00	134,960.07	
Anticipated Items	2,500.00	14,378.51	
Contingency (4½%)	6,091.43	211.51	
Engineering	12,182.85	17,000.00	
Credits			
PROJECT COST	153,639.28	166,550.09	
	NET INCREASE $	12,910.81	8.4%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(c) General Excavation	67,500.00	+6,734.21
(c) Engineering	12,182.85	+ 4,817.15
(a) Slide Correction-EWO 1, SFO 2	2,000.00	+12,378.51
(u) "Lake Creek" & Curve Sign-SFO 1	0.00	+ 211.51

Principal reasons for overruns (Continue on reverse side): Slide was anticipated in Work Area #1. Contract work was performed during inclement weather adding to the instability in slide area. Overrun of General Excavation occured due to contractor excavating in slide area while material was sliding. Additional slide (over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Keith L. Martin
Keith L. Martin, Resident Engineer

Confirmed by _____
Division Engineer

Noted by Wayne Richards
for Contract Admin.
Construction or Bridge Engineer

Noted by _____
Deputy or State Highway Engineer

correction was used by State Forces trying to maintain an open road through the slide area while the material was moving. Additional Engineering was necessary due to remeasure during slide and geologist surveys of slide as it occured.

8815

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grayback Dr.-Lake Cr. M.P. 11.8,18.2,&18.4		WEEK ENDING: 9 June 1979
		SECTION PREFIX: 17-1098
HIGHWAY: Oregon Caves		COUNTY: Josephine
NAME OF JOB: Grayback Dr. - Lake Cr.	KIND OF WORK: Grading and Rock Inlay	
CONTRACTOR: J.B. Steel Inc.	CONTRACT NUMBER: 8815	FEDERAL AID PROJECT NUMBER: RS-101(1)
DATE OF CONTRACT: 28 September 1978	DATE WORK STARTED: 16 September 1978	ESTIMATED COMPLETION DATE: 17 May 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 130	WORK DAYS USED / CALENDAR DAYS USED: work 130
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $153,639.28		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $141,456.43	ENGINEERING AUTHORIZATION: $12,182.85	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $149,550.09 ~~$141,456.43~~	ENGINEERING COST TO DATE: $13,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 5.7%	PERCENT OF AUTHORIZATION: 114.1%	DATE PROJECT WAS COMPLETED: 17 May 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	excavation 100%	rock inlay 100%
			excavation GRADING	rock inlay SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			20,620.613	2935.33			
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Clear, Warm	0		
MONDAY 4	Clear, Warm	0		
TUESDAY 5	Clear, Warm	0		
WEDNESDAY 6	Clear, Warm	0		
THURSDAY 7	Clear, Mild	00		
FRIDAY 8	Clear, Mild	0		
SATURDAY 9	Clear, Mild	0		

RECEIVED
JUN 11 1979
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 3	No Activity by the contractor this week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Final weekly report, semi-final estimate submitted 7 June 1979.

NEXT WEEK:

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7216

8815

ONE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER		County
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Josephine
MODIFICATION NUMBER 2	11-S-79	Project Number RS-101(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 165,639.00	$ 179,865.00
Federal funds	$ 142,118.00	$ 154,300.00
Other revisions		

This modification is made for the following reasons:

To include costs under SFO #2

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of November , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

BWX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, OR October 24, 1979

Federal Aid Project
No. RS-101(1)

Greyback Cr.-Lake Cr. (MP 11.8, 18.2 and 18.4)
Oregon Caves Highway
Josephine County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required	$ 12,000.00
Type Code Y005 Grading (MP 11.8, MP 18.2, and 18.4) Subtotal of previous estimate of October 4, 1978		$135,365.00
Additional Item SFO #2 Remove Slide Material	All Required	$ 10,200.00
	Increase	10,200.00
	Subtotal	145,565.00
	Engineering	22,330.00
	Total	$167,865.00

Length of project. . . . . 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 10,296.00	$ 1,704.00
Roadway	167,865.00	144,004.00	23,861.00
Total	$179,865.00	$154,300.00	$25,565.00

Group 1 - 100%
Contract No. 8815
Prefix 17-1918
Prefix 17-1098

8815

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-73		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Josephine
MODIFICATION NUMBER 1	10-13-78	Project Number RS-101(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator June 14, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000.00	$ 165,639.00
Federal funds	$ 10,150.00	$ 142,118.00
Other revisions		

This modification is made for the following reasons:

Addition of Construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By H. S. Coulter

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal Aid Project
No. RS-101(1)

Greyback Cr.- Lake Cr. (M.P. 11.8, 18.2 and 18.4)
Oregon Caves Highway
Josephine County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 12,000.00

Type Code Y005
Grading (M.P. 11.8, M.P. 18.2, M.P. 18.4)

Mobilization	All Required		12,690.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	775 Sq.Ft.	$ 7.50	5,812.50
Flagmen	850 Hour	22.50	19,125.00
Clearing and Grubbing	All Required		13,000.00
General Excavation	18,750 Cu.Yd.	3.60	67,500.00
Extra Rock Inlay Material	3,000 Cu.Yd.	3.35	10,050.00
Roadside Seeding and Mulching	2.5 Acre	875.00	2,187.50
			$132,865.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
Slide Correction	All Required	2,000.00
		$ 2,500.00
	Subtotal	$135,365.00
	Engineering	18,274.00
	Total	$153,639.00

Length of project 0.00 Mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 10,296.00	$ 1,704.00
Roadway	153,639.00	131,822.00	21,817.00
Total	$165,639.00	$142,118.00	$23,521.00

Group 1 100%
Contract No. 8815
Prefix No. 017-1918
Prefix No. 017-1098

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO.		County: Josephine
6-128	FEDERAL-AID PROJECT AGREEMENT	Project No.: RS-101(1)
	6-14-78	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 46, 11.8 miles east of Cave Junction, east 6.4 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-5-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,000.00	$ 11,150.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By [signature]
Technical Service Engineer
(Title)

By [signature]
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For G. L. Green

Date executed by Division Administrator JUN 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1978

Federal Aid Project
No. RS-101(1)

Grayback Creek - Lake Creek Section
Josephine County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$13,000.00
	Total	$13,000.00

Length of Project . . . . . 0.0 mile

Summary of Funds

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 13,000.00	$ 11,150.00	$ 1,850.00
Retain in Program (Contract Work)	150,000.00	128,700.00	21,300.00
Total	$163,000.00	$139,850.00	$23,150.00

Prefix 017-1918
Group 1

RHZ:cw

8815 38

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

July 23, 1979

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Slide Correction
Grayback Cr. - Lake Cr.
Oregon Caves Highway
Josephine County

TO: J.H. Versteeg
Head of Engineering
SALEM

Herewith plan sheet and cross sections for the location on a slide correction brought on by slope removal on contract 8815. Ed Johnson has prepared an analysis and report recommending the installation of bin walls as a corrective measure.

Your cooperation in early development of this project is requested. It is essential that corrective action be undertaken before the wet season.

jjg/cp
encl.
cc: E. Hunter
F. Yarbrough
E. Johnson
K. Martin

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 24 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

REFERRED TO
Board Staudenmayer
Cole Sample
Eriksen Watson
Hagar Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8815

ROBERT W STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1978

J. B. Steel, Inc.
190 N. Ross Lane
P. O. Box 4460
Medford, OR 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8815 for work on the Graybeak Creek-Lake Creek (M.P. 11.8, 18.2 & 18.4) Section of the Oregon Caves Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddn
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimm
Alfred Shirley
Keith Martin

FROM

J. B. STEEL, INC.
P. O. Box 4460
MEDFORD, OREGON 97501

Phone 772-2278

Message
Reply

DATE: October 4, 1978

FILE NO.

PRIORITY
- ☐ URGENT!
- ☐ SOON AS POSSIBLE
- ☐ NO REPLY NEEDED

ATTENTION: Mr. C.W. Head

SUBJECT: Contract No. 8815
Grayback Creek-Lake Creek
Josephine County, Oregon

TO

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

MESSAGE

Enclosed please find two (2) copies of the signed contract, as requested by your letter to us dated September 28, 1978, on the above captioned project.

If anymore information is required, please don't hesitate to contact our office.

Enclosures

SIGNED: Mary Bowser/Secretary

REPLY

DATE OF REPLY:

REPLY TO:

RECEIVED
OCT 5 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED:

SENDER: MAIL RECIPIENT WHITE AND PINK SHEETS.

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-101(1)

STATE PROJECT NO.: See below

COUNTY NAME: Josephine

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80057

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	8-30-78	Secondary 101	Primary 38

GENERAL LOCATION:

Grayback Creek - Lake Creek Section

GENERAL DESCRIPTION OF WORK:

Slide and Rockfall Correction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) See below

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 8-22-78, that provisions of FHPM 7-5-1 have been complied with.

Also, as requested in Mr. Swan's 8-25-78 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,000 - Federal Funds $128,700 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

Swan 9-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8815

38

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/17/78
Donald L Rout

9-21-78 Bid Letting _____ All Clear Deadline

SECTION GREYBACK CR.-LAKE CR. (MP 11.8 & 18.4)
Highway Oregon Caves
County Josephine Region 3
Type of Work Bench Slopes Funds FAS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 27, 1978

In reply refer to: HFO.3-OR

SUBJECT: Oregon Proj RS-101(-)
Grayback Cr.-Lake Cr.
Oregon Caves Highway 0038
Josephine County

FROM: G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO: Mr. Gary Potter, Mgr., Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your letter of June 23, 1978, has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
Mr. D. H. Moehring, Proj Mgt
Region 3, Env.

RECEIVED
TECHNICAL SERVICES
JUN 30 '78
REFER TO
FOR
Info | Issue | R/W | D/R | Sign | Act | File

8815

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 23, 1978

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Oregon RS-101(-) Project
Assessment Addendum
Grayback Cr. - Lake Cr.
Oregon Caves Highway 0038
Josephine County

Dear Mr. Green:

The subject project has undergone several changes since the assessment was approved by you on July 19, 1977. This letter is to serve as an addendum to update the project assessment, and to gain your concurrence that the present classification, Category 3 Non-Major, is appropriate.

RECEIVED
TECHNICAL SERVICES
JUN 23 '78
REFER TO
FOH
info | Instal | R/D | D/R | Sig | Sec | Pkg

The assessment called for two units, there are now three proposed. Theyare as follows:

Work Area 1	M.P. 11.81 - 11.89
Work Area 2	M.P. 18.17 - 18.23
Work Area 3	M.P. 18.42 - 18.48

The total length of construction has been reduced from 0.5 miles to 0.2 miles.

Right-of-way changes are similar. The original assessment indicated one parcel of 2-1/2 acres was needed, while now two parcels totalling under 1/2 acre are proposed for acquisition. This land is undeveloped and under the jurisdiction of the Siskiyou National Forest, construction easements in lieu of outright land transfers may be possible. Impacts would be minimal in any case.

Latest estimates for earthwork quantities shows excavation requirements of approximately 15,000 cubic yards, with approximately 10,800 C.Y. expected to be waste, 2,100 C.Y. of clean riprap expected, and 2,000+ C.Y. of rock to be selected for a proposed inlay.

Three waste and/or stockpile sites have been identified and approved by the Forest Service with the provision that one of them, B, not be used for stockpiling. They are:

A, along lower French Peak access road, to receive 1,730 C.Y. waste and perhaps some riprap stockpile material;

B, on Highway 3, approximately M.P. 15.1, right, to receive 4,150 C.Y. waste only;

C, along unnamed road to residence of Oregon Caves Park Rangers, to receive 4,930 C.Y. waste and majority or all of expected riprap.

Estimated cost of the project is now under $150,000.

Aside from construction-related impacts; i.e., noise, dust, lane closures, and delays (20-minute proposed maximums, 1976 ADT 410-580) the project would have minimal impact. Most impacts resulting from the project would be beneficial, such as groomed, stable slopes, reduction of occasional lane or road closures, reduced hazards and maintenance costs, and improved roadside drainage. It is our opinion that the project is appropriately categorized as 3 Non-Major. Your concurrence is requested.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter
Manager
Environmental Section

GAP:ss

cc: E. S. Hunter
D. H. Moehring
Alfred Shirley

8815

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Grants Pass, Oregon

May 2, 1978

FROM: Ronald V. Busey
Resident Engineer

SUBJECT: Grayback Creek - Lake Creek
Josephine County
Disposal Areas

TO: Frank Terpin
Location Engineer

Attached is a letter received from the U.S. Forest Service regarding disposal areas on subject project.

As you can see from the attached letter they do not wish us to stockpile rip rap material in waste area "B" (Old stockpile area at M.P. 15.1) but would prefer us to use waste area "C" for piling rip rap material gained from work area number 2 (M.P. 18.1). There is plenty of room and the haul would be short.

The only problem that I can see, should there be any suitable rip rap in work area number one (M.P. 11.85), the haul would be excessive to stockpile it in the waste area "C".

Should suitable rip rap material be encountered in work area number one there is a possibility permission could be obtained to store the material in waste area "A". This is not visible from the highway and would be accessable to recover the material when needed.

The possibility of rip rap material in work area number one is conjecture at this time as this is a dirt slide area. There are some outcroppings of rock showing and the possibility of clean rock exists. Because of this possibility I feel that when the required special use permit is applied for this area should be included.

cc: Alfred Shirley Jr.
file

Versteeg
Christensen (copy)
George
Olson
Terpin
Sullivan (copy)
Scott
Savage

RECEIVED
MAY 03 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

RECEIVED
MAY 3 1978
LOCATION SECTION
cy Christensen
5/3

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-5-77

FEDERAL AID PROJECT NO.
-101(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Josephine

PROGRAM STAGE (Check) 1. [ ] 2. [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80057

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	12-5-77	Secondary 101 / Primary 38

GENERAL LOCATION:
"Grayback Creek-Lake Creek Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION : TEC NTE $13,000, F.F.-$11,150
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 11-23-77 letter.

NOTED
F. B. KLABOE
12-12

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-5-77	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8815

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Grayback Creek - Lake Creek

DATE: October 11, 1977

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 24 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10/20/77

[XX] No significant conflict with the plans, policies or programs of state government have been identified ~~and/or proposed as conducted as presented~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
A. Shirley, Reg. 3
G. T. Thornton, Dist. 8
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7708 2 1330

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTICE TO H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

8-26-77
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 31 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7708 2 1330 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Forest By M. E. Ford

(02) 8815

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 26, 1977

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, OR 97501

FROM per J. K. Gaither
D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
AUG 29 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: Grayback Cr.-Lake Cr.
Highway: Oregon Caves
County: Josephine

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Sept. 26, 1977.

NOTED
H.S.COULTER

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3 A. Shirley
District 8 G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Dept. of Transportation	[45	46] DIVISION: Highway		[79
03	12] APPLICANT ADDRESS STREET: O'DOT Building	[45	46] CITY: Salem	[60 76] ZIP: 97310	
04	12] CONTACT PERSON: D. H. Moehring	[45	46] AREA CODE [48: 503	49] PHONE [55: 378	56] EXTENSION: 6563
01	12] PROJECT TITLE: Grayback Cr.-Lake Cr.				[71
11	12] PROJECT LOCATION—CITY: Oregon Caves Hignway	PROJECT LOCATION—COUNTY: Josephine	PROJECT LOCATION SEC: T: R:		[79
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	12] This proposal is to correct two slide areas on the Oregon Caves Highway				[71
07	12] adjacent to the roadway in cut-slope sections. Area located within the				[71
08	12] Siskiyou National Forest.				[71
09	12] (See attachment)				[71
10	12]				

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19: 129,000	20] (B) Other [27: -	28] (C) State [35: 21,000	36] (D) Local [43: -	44] (E) FUNDS [51: -	52] (F) FUNDS [60: 150,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways	[71
15	12] FEDERAL AGENCY NAME: US Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: Aug. 26, 1977	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42: Sept.	43] DAY [44: 26	45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Const.

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 26, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of non-major environmental impact under Oregon's Action Plan.

GATEWAY 3 PROJECT

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

Non-Major
RS-101(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 11, 1977

Section Grayback Cr.-Lake Cr.

Unit (if appl) 2 units, see termini

County Josephine

City East of Cave Junction

Highway Oregon Caves

State Hwy. No. 38

Termini: M.P.(if appl) 11.8 - 12.2 & 18.1-18.2 Length 0.5 miles, combined length

Region 3

Construction Estimate $129,000
Program Amount

B. Purpose of Project:

Slide correction.
Stabilize the existing roadway by removing slide debris, construction of rock inlays and drainage.
Eliminate hazardous rockfall area.

C. Origin & History of Project:

This highway, running between the town of Cave Junction and the Oregon Caves National Monument, was placed on the state highway system in 1918. The total length of the highway is 19.5 miles and of this total, 8.5 miles is in the Siskiyou National Forest. The exact date of road construction is not known, but it would have been before 1918. State maintenance crews have repaired and widened many sections of this road to date.

D. General Description of Project:

The project involves two slide areas on this highway which are located adjacent to the roadway in a cut slope section. Thw two areas are within the Siskiyou National Forest.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2; Med. None; Shldrs. 2'-4"; Parking NA

Proposed: No. Lanes 2; Med. None; Shldrs. ____; ~~Parking~~ 5'-10' Fallou

Traffic: Existing Facility: Existing ADT 300; Projected ADT _____; Yr. 1975

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr. _____

Projected Level of Service _____

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Could be easements); if yes, give approx. No. Parcels 1
Yes, No

Acres 2½+; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Rock material and waste sites are available within the existing right of way on the project.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

Listed on current P.M.S. Schedule

Location or Design Alternatives (identify and describe):

One alternative would be to locate the highway away from slide and rock fall areas. This would cost considerably more than slide correction.

Other Descriptive Information or Comments:

These two potentially hazardous areas have caused unsafe conditions and inconvenience to the traveling public. By correcting the slides, the situation of delayed (long travel time and distance from the maintenance station at Cave Junction) slide and debris removal from the roadway in these areas would be eliminated.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located on the Oregon Caves Highway about 4½ miles northwesterly of the Oregon Caves and about 15 miles southeasterly from Cave Junction and well up the slopes of the Siskiyou Mountains around the 3000 foot elevation. The flora is a thick forest of old and new growth of mixed trees and brush standing on extremely steep slopes. Fauna include many species of birds, as well as deer, bear, elk and coyote. Smaller rodents abound. Soils are mixed and unstable, subject to erosion from saturated conditions from snow and rain as well as from freezing and thawing. The major drainage in the immediate area is Cave Creek which combines with Sucker Creek just above Grayback Creek. No streams will be impacted by this project. Only drainage from the rock toe of the proposed slide correction will be modified.

2. Cultural:

The land use abutting the existing roadway is mostly natural environment enjoyed by recreationists for camping, fishing and hiking in the National Forest. Several small mining operations can be found on the many creeks in the area. One Forest Service road (Grayback) used by logging contractors and recreationists is located just north of the project and extends easterly into the Siskiyou Mountains.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Minor.
Easements required for slide correction construction would be of minimal consequences given the abundance of natural resources in and surrounding the project area. Acquisition will be non-significant and in the form of an agreement between governmental agencies.

2. Estimated Impact on Traffic Patterns:

Traffic will be inconvenienced for a short duration during construction.
No other impact apparent.

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

Minor transfer of steep abutting area to roadway use.

Consequences:

None.

4. Expected Impact on Natural Ecological Resources:

Some loss of trees and vegetation.
New slope will revegetate in time.

Consequences:

None.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey of the spoil area may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Hazards to traveling public from slides and rock falls. The existing condition of slide movement is worsening and it is becoming more difficult to keep the roadway and drain ditches clear. Trees above the slide present a hazard and are affected by root exposure.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No change.

b. Noise Standards

This project is unrelated to traffic noise increases, hence no noise study as per FHMP 7-7-3 is required.

c. Water Quality Standards

No change.

d. Area Land Use and Transportation Plans, and Zoning

Consistent with original intent.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__XX__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 __XX__ 3 _____ 4

PROJECT AREA
M.P. 11.8 - M.P. 12.2

3 PROJECT AREA
M.P. 10.1 - M.P. 16.2

OREGON STATE HIGHWAY DIVISION
PROJECT SKETCH MAP
GRAYBACK CREEK - LAKE CREEK
OREGON CAVES HIGHWAY
JOSEPHINE COUNTY

STATE OF OREGON

INTEROFFICE MEMO

7815

TO: E. S. Hunter
Technical Services Engineer

DATE: August 2, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Grayback Cr.-Lake Cr.
Oregon Caves Highway
Josephine County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley, Jr.
District 8 : G. H. Thornton
Region 3 Geologist: Elliott Parker
B. L. Gifford
Gerald Wimer

APPROVED
GH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-5-77

81-125-1307

8815

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 19,1977

In reply refer to: HB-3-OR

SUBJECT: Oregon RS-101(-) PROJECT ASSESSMENT
Grayback Cr.-Lake Cr.
Oregon Caves Highway
Josephine County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' February 15, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
G. L. Green

cc:
OSHD (Potter)
" (Region 3, Engelmann)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1978 Bully Cr. Br. Sec. 8816
of Main St. in Vale
(Structure)

C4A 6193 8-18-77
CEA 6921 10-31-78

8816

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)		
DATE: 8-10-81	BILLING REQ. NO.: CC 81-40	YOUR ORDER NO.:	CREDIT DISTRIBUTION: 523-1063-297

BILL TO: Code:

Malheur County Court
Courthouse
Vale, Oregon 97918
Attn: Honorable E.M. Seuell-County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Bully Creek (Main Street) Section (Vale) Br. FAS-B495. This is an FAS-C Project No. RS-B495.			
County Share of Project Costs			$11,772.83
County's Advance Deposit			9,620.00
(Please send copy of Itemized Statement with Billing)			

Advance Deposit Amount	$ 9,620.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,620.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ 2,000.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1908

Amount Due . . . . . $ 2,152.83

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved: ORIGINAL SIGNED BY D. E. SWAN
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8-10-81

COUNTY MALHEUR Contract No. 8816 Date Completed 6-21-79

PROJECT # RS-B495(1) Section Bully Creek (Main Street) Section - Vale

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$119,890.40
Engineering		17,983.56
		$137,873.96
Engineering	(Non Participation)	$ 3,923.61
Interest to Contractor		21.98
		$ 3,945.59

Federal Funds Collected $118,295.86 ✓

County Share of Project Costs:

1/2 ($137,873.96 - $118,295.86 + $3,923.61) + $21.98 = $11,772.83

County's Share of Project Costs	$11,772.83
County Advance Deposit	9,620.00
YET DUE STATE	$ 2,152.83

Reference: Billing Form CC 81-40

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Bully Creek Bridge (Vale) **FAS 8495 (Main St.)** **Malheur County**					
	Preliminary Engineering Type Code P.E. State	All	Required		$ 6,973.00	State
	Construction Type Code 2080 Bully Cr. Br. #16341 (Sta. 10+68 To Sta. 11+08) Final Contract Payment Summary	Lump	Sum		119,880.40	
	Construction Engineering State	All	Required		17,293.56	
	Total Participating Costs				$144,147.96	
	Nonparticipating Items Construction Engineering	All	Required		3,923.61	
	Interest on Final Payment	All	Required		21.96	
	Total Nonparticipating Costs				$ 3,945.57	
	Total Costs				$148,093.53	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/29/81.					
	PE 523-1973 Const 523-1063					
	AMOUNT CARRIED FORWARD					

GPO 944 803

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: RS 8491(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-13-78 To: 5-29-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$148,793.44	$144,847.85	85.80%	$124,279.46	$124,279.46	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V. E. Skeen, Controller 6/12/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

				915	00	P	1			
				TOT	P1					
				TOT	N1					
				** JOB TOTALS **					**	**
BULLY CR BR (WALE)	CONT NO	BB16	X	FR PROJ NOS	RS	495001 100				
	523	1063		201	00	P	1			
	523	1063		206	00	N	1			
	523	1063		296	00	N	9			421.86CR
	523	1063		297	00	N	9			
	523	1063		298	00	N	9			421.86
	523	1063		900	00	P	1			3,764.39CR
	523	1063		900	00	N	1			3,775.87
	523	1063		920	00	P	1			400.49
	523	1063		921	00	P	1			
	523	1063		926	00	P	1			3,363.90CR
				TOT	P1					3,775.87
				TOT	N1					
				** JOB TOTALS **					**	411.97 **

D016A90000063081	CONT NO	BB08		FR PROJ NOS	RS	495003 100				
	523	1066		201	00	P	1			

TOTAL TO DATE JOB COST SUMMARY

JUNE 1981

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH		FISCAL YEAR TO DATE	
	523	1066	206	00	N	1			1,138.74CR	
	523	1066	296	00	N	9			963.87	
	523	1066	297	00	N	9			174.87	
	523	1066	298	00	N	9			11.48	
	523	1066	900	00	P	1				
	523	1066	900	00	N	1				
	523	1066	920	00	P	1				
	523	1066	921	00	P	1				
	523	1066	926	00	P	1				
	523	1066	948	00	N	1			11.94	
			TOT	P1					11.48	
			TOT	N1					11.94	
			** JOB TOTALS **					**	23.42	**

CHANGE TO 523-1073	CONT NO			FR PROJ NOS	SR	482001 100				
	523	1069		220	01	P	1		15,632.34	
	523	1069		296	00	N	9		14,335.07CR	
	523	1069		298	00	N	9		14,335.07	
	523	1069		900	00	P	1		13.55	
	523	1069		900	02	P	1			
	523	1069		915	01	P	1	.44	609.48	
				TOT	P1			.44	16,255.37	
				** JOB TOTALS **				.44 **	16,255.37	**

		915	00	P	1			649.88		77	78	
		TOT		P	1			94,699.09				
		TOT		N	1			592.55				
		** JOB TOTALS **					**		**	95,291.64	**	
NT NO	BB16	S FN	PROJ	NOS	RS	495001	100				STATE	
523	1063		201	00	P	1			119,890.40	79	79	
523	1063		206	00	M	1			21.98	79	79	
523	1063		296	00	M	9		421.86CR	125,915.86CR	78	81	
523	1063		297	00	M	9			7,620.00	78	78	
523	1063		298	00	M	9		421.86	118,295.86	79	81	
523	1063		900	00	P	1		3,764.39CR	14,775.46	78	81	
523	1063		900	00	M	1		3,775.87	3,923.61	78	81	
523	1063		920	00	P	1			19.68	78	78	
523	1063		926	00	P	1		400.49	400.49	81	81	
523	1063		950	00	P	1			2,787.93	79	79	
			TOT		P	1		3,363.90CR	137,873.96			
			TOT		M	1		3,775.87	3,945.59			
		** JOB TOTALS **					**	411.97	** 141,819.55	**		
NT NO	BB08	FN	PROJ	NOS	RS	495003	100				STATE	
523	1066		201	00	P	1			175,129.55	79	79	

PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
								100.81	79	79
523	1066	206	00	M	1		1,138.74CR	178,735.59CR	79	81
523	1066	296	00	M	9		963.87	11,363.87	80	81
523	1066	297	00	M	9		174.87	167,371.72	79	81
523	1066	298	00	M	9		11.48	14,430.28	79	80
523	1066	900	00	P	1			68.47	79	79
523	1066	900	00	M	1			50.19	79	80
523	1066	920	00	P	1			195.62	79	79
523	1066	921	00	P	1			1.25	80	80
523	1066	926	00	P	1			11.94	81	81
523	1066	948	00	M	1		11.94			
		TOT		P	1		11.48	189,806.89		
		TOT		M	1		11.94	181.22		
		** JOB TOTALS **				**	23.42	** 189,988.11	**	

NT NO		FN	PROJ	NOS	SR	482001	100				STATE	
523	1069		220	01	P	1		15,632.34	15,632.34	80	81	
523	1069		296	00	M	9		14,335.07CR	14,638.86CR	80	81	
523	1069		297	00	M	9		14,335.07	14,638.86	80	81	
523	1069		298	00	M	9		13.55	34.33	80	81	
523	1069		900	00	P	1			331.05	80	80	
523	1069		900	02	P	1		609.48	609.48	80	81	
523	1069		915	01	P	1	.44					
			TOT		P	1	.44	16,255.37	16,607.20			
		** JOB TOTALS **					.44 **	16,255.37 **	16,607.20 **			

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH
0016490000063081 CONT NO			FA PROJ NOS MMS 005016 100		
523	1952	296	00	N	9
523	1952	297	00	N	9
523	1952	298	00	N	9
523	1952	901	00	P	1
523	1952	905	00	P	1
523	1952	915	00	P	1
523	1952	918	00	P	1
		TOT	P1		
		** JOB TOTALS **			
BULLY CK BR. MAIN ST. VALE	CONT NO	X	FA PROJ NOS RS 495001 100		
523	1973	296	00	N	9
523	1973	298	00	N	9
523	1973	905	00	P	1
523	1973	906	00	P	1
523	1973	911	00	P	1
523	1973	914	00	P	1
523	1973	918	00	P	1
523	1973	920	00	P	1
523	1973	921	00	P	1
523	1973	922	00	P	1
523	1973	923	00	P	1
523	1973	926	00	P	1
		TOT	P1		
		** JOB TOTALS **			
0016490000063081 CONT NO			FA PROJ NOS RS-0495002 100		
523	1975	296	00	N	9
523	1975	297	00	N	9
523	1975	298	00	N	9
523	1975	901	00	P	1
523	1975	901	00	N	1
523	1975	905	00	P	1
523	1975	906	00	P	1
523	1975	910	00	P	1
523	1975	914	00	P	1
523	1975	918	00	P	1
523	1975	920	00	P	1
523	1975	921	00	P	1
523	1975	922	00	P	1
523	1975	926	00	P	1
		TOT	P1		
		TOT	N1		
		** JOB TOTALS **			

T SUMMARY — JUNE 1981 — PAGE 903

DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
0000063081 CONT NO		FA PROJ NOS WHS 005016 100					STATE
523	1952	296	00 N 9		23.51CR	698.51CR	
523	1952	297	00 N 9		87.31CR	87.31CR	
523	1952	298	00 N 9		110.82	785.82	
523	1952	901	00 P 1			492.54	
523	1952	905	00 P 1			263.71	
523	1952	915	00 P 1			115.60	
523	1952	918	00 P 1			1.38	
		TOT	P1			873.13	
		** JOB TOTALS **		**	**	873.13	**
ST. VALE CONT NO	X	FA PROJ NOS RS	495001 100				STATE
523	1973	296	00 N 9		343.62	5,983.60CR	
523	1973	298	00 N 9		343.62CR	5,983.60	
523	1973	905	00 P 1		4.96CR	1,285.40	
523	1973	906	00 P 1		51.81CR	1,301.97	
523	1973	911	00 P 1			220.76	
523	1973	914	00 P 1		58.10CR	26.52	
523	1973	918	00 P 1		16.00CR		
523	1973	920	00 P 1			48.90	
523	1973	921	00 P 1		254.58CR	803.12	
523	1973	922	00 P 1		15.04CR	9.06	
523	1973	923	00 P 1			840.10	
523	1973	926	00 P 1			438.06	
		TOT	P1		400.49CR	6,973.89	
		** JOB TOTALS **		**	400.49CR**	6,973.89	**
0000063081 CONT NO		FA PROJ NOS RS-	495002 100				STATE
523	1975	296	00 N 9		420.24CR	12,237.78CR	
523	1975	297	00 N 9		432.81	947.81	
523	1975	298	00 N 9		12.57CR	11,289.97	
523	1975	901	00 P 1			3,415.52	
523	1975	901	00 N 1		22.50	22.50	
523	1975	905	00 P 1			2,150.99	
523	1975	906	00 P 1			2,402.79	
523	1975	910	00 P 1			267.48	
523	1975	914	00 P 1			212.45	
523	1975	918	00 P 1			1,271.95	
523	1975	920	00 P 1			130.45	
523	1975	921	00 P 1			1,170.86	
523	1975	922	00 P 1			61.45	
523	1975	926	00 P 1			2,069.45	
		TOT	P1			13,163.58	
		TOT	N1		22.50	22.50	
		** JOB TOTALS **		**	22.50 **	13,186.08	**

INVOICE

DATE	YOUR ORDER NUMBER	SEND REMITTANCE TO:	BILLING REQ. NUMBER
8-25-81		OREGON STATE HIGHWAY DIVISION TRANSPORTATION BUILDING SALEM, OREGON 97310	CC 81-40

CODE: MALHECT

CREDIT DISTRIBUTION

325.00	2,152.83
523-1063-397-00-000	2,152.83
523-1063-296-00-000	(2,152.83)

• MALHEUR COUNTY COURT
• COURTHOUSE
• VALE OR 97918
•

ATTN HON E M SEUELL - CO JUDGE

FOLD

DESCRIPTION		TOTAL PRICE
FINAL BILLING BULLY CREEK (MAIN ST) SECTION (VALE) BR FAS-B495 THIS IS AN FAS-C PROJECT NO. RS-B495		
COUNTY SHARE OF PROJECT COSTS	11,772.83	
COUNTY ADVANCE DEPOSIT	9,620.00	
	TOTAL	2,152.83
110.00 FINAL		

734-1150 (5-81)

110.00

8816

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8-29-80

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-B495(1)	Malheur	Oregon 8816

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The work on this project consisted of construction of Bridge No. 16341 over Bully Creek and the performance of such additional and incidental work as is called for by the Specifications and Plans. The bridge is 100 feet long and has a roadway width of 28.1 feet. The work was completed on June 21, 1979 on the Bully Creek Bridge (Vale) Section of FAS B 495 (Main St.)

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Miller Construction Company	$ 121,044.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* _____

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR SEP 2'80 REFER TO FOR File Act Sup D.W. R/D Invest Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width N/A feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)
X080	0.019

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	7-25-79

12. IN COMPANY WITH
Frank Burnett, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE	14. TITLE	15. DATE
David B. Carter	Area Engineer	8/27/80

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE	17. TITLE	18. DATE
G. K. Hossner Glenn K. Hossner	Field Operations Engineer	8/29/80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8816

August 29, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8816 awarded to Miller Construction Co. for the Bully Creek Bridge on FAS B 495 (Main Street) in Vale, Malheur County, was completed on June 21, 1979, and accepted by the State Highway Engineer on August 23, 1979.

Final payment in the amount of $5,994.52 will be released to the contractor after September 4, 1979. The total contract amount is $119,890.40 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Miller Construction Co.
Box 341
Twin Falls, ID 83301

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8816

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bully Creek Bridge (Vale)		WEEK ENDING: July 28, 1979
		SECTION PREFIX: 523-1063
HIGHWAY: FAS B-495 (Main St.)		COUNTY: Malheur
NAME OF JOB: Bully Creek Bridge (Vale)	KIND OF WORK: Structure	
CONTRACTOR: Miller Construction Company	CONTRACT NUMBER: 8816	FEDERAL AID PROJECT NUMBER: RS-B-495(1)
DATE OF CONTRACT: October 17, 1978	DATE WORK STARTED: November 5, 1978	ESTIMATED COMPLETION DATE: June 21, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 120
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 137,383.94	ENGINEERING AUTHORIZATION $ 10,893.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 126,490.98	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 119,876.00		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5 %	PERCENT OF AUTHORIZATION %	June 21, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16340							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	22	Hot - Dry	0		
MONDAY	23	Hot - Dry	0		
TUESDAY	24	Hot - Dry	0		
WEDNESDAY	25	Hot - Dry	0		
THURSDAY	26	Hot - Dry	0		
FRIDAY	27	Hot - Dry	0		
SATURDAY	28		0		

RECEIVED
JUL 3 1 1979
CONSTRUCTION BRANCH

Kuney, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Osbourn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 23	No activity. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final data submitted this week.

Final Report

RECEIVED
JUL 3 1 1979
CONSTRUCTION
BRANCH

SIGNED P. F. Burnett LOCATION Ontario

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8816

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO.		County: Malheur
11-35	FEDERAL-AID PROJECT AGREEMENT	Project No.: RS-B495(1)
	11-3-78	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., W. Main St. in Vale

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-13-78	0.019
RIGHTS-OF-WAY		
CONSTRUCTION	8-30-78	0.019
OTHER *(Specify)*		

FUNDS Pro Rata 85.8 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 144,884.00	$ 124,309.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

xx For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 3 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, October 26, 1978

Federal Aid Project
No. RS-B495(1)

Bully Creek Bridge (Vale)
FAS B495 (Main St.)
Malheur County

Project Agreement Estimate

Type Code PE

Preliminary Engineering	All Required		$ 7,500.00

Type Code X080
Bully Cr. Br. #16341 (Sta.10+08 to Sta. 11+08)

Mobilization	All Required		$ 7,500.00
Bridge Removal Work	All Required		2,800.00
Toe Trench Excavation	40 Cu.Yd.	$10.00	400.00
Structure Excavation	60 Cu.Yd.	6.00	360.00
Furnish Pile Driving Equipment	All Required		6,500.00
Furnish 16" Prestressed Concrete Piling	238 Lin.Ft.	22.00	5,236.00
Furnish Prestressed Concrete Piling	310 Lin.Ft.	16.00	4,960.00
Drive Prestressed Concrete Piles	436 Lin.Ft.	7.50	3,270.00
Structural Concrete, Class 3300 (45 Cu.Yd.)	All Required		11,250.00
4'x50'/55' Prestressed Slabs	16 Each	3,450.00	55,200.00
Reinforcement (6,000 lbs.)	All Required		2,100.00
4 Tube Steel Railing	203 Lin.Ft.	63.00	12,789.00
Guard Rail in Stockpile	All Required		4,500.00
Loose Riprap, Class 100	180 Cu.Yd.	18.00	3,240.00
Asphalt Membrane	313 Sq.Yd.	3.00	939.00
	Subtotal		$121,044.00
	Engineering		16,340.00
	Total		$137,384.00

Length of structure - - - - - - - - - - - 0.019

Summary of Funds (85.8 %)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 7,500	$ 6,435	$ 1,065	$ - -
Structure	137,384	117,874	9,755	9,755
Total	$144,884	$124,309	$10,820	$9,755

Oregon State Highway Division
Salem, Oregon, October 26, 1978

Federal Aid Project
No. RS-B495(1)

Group 1 100%

Contract No. 8816

Prefix 532-1973

Prefix 523-1063

#8816

October 31, 1978

John Jenkins
Engineer of Materials & Research

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 6921

Attached are two copies of a cooperative agreement with the Utah Department of Transportation to perform inspection on prestressed concrete piling manufactured at Monroc in Salt Lake City for the Bully Creek Bridge on Main Street in Vale, Malheur County (Contract No. 8816).

Mr. Coulter approved and signed this agreement on October 30, 1978.

It is my understanding that you will secure the signature of the State of Utah and return the original to me for the Transportation Commission's files.

12-21-78
Agree. returned
signed

fkm
Atts.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

MATERIALS SECTION
SALEM, OREGON 97310

October ~~25~~ 31, 1978

Mr. Edwin E. Lovelace
Engineer of Materials & Research
Utah Department of Transportation
757 West Second, S.
Salt Lake City, Utah 84104

Dear Mr. Lovelace:

I am enclosing a cooperative agreement signed by Mr. H. S. Coulter covering shop inspection of prestressed concrete piling for Contract 8816, Bully Creek Bridge. Please sign and return a fully executed copy for our files.

We appreciate your performing this inspection work for us.

In response to your inquiry as to our availability for inspecting culvert at the Armco plant in Hillsboro, we would be more than happy to do this for you. We will need specific information as to type, size, quantity, project identification, etc. Our legal people want to put together an open ended agreement for you to sign, and I'll send it as soon as its ready.

Sincerely,

JOHN C. JENKINS
Engineer of materials & Research

JCJ:gs

cc: H. S. Coulter
E. S. Hunter
Jack Sollis

RECEIVED
STATE HWY ENGR
NOV 2 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FHWA 61-731-0027 (9-77)

8816

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 26, 1978

Miller Construction Co.
Box 341
Twin Falls, ID 83301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8816 for the Bully Creek Bridge on Main Street in Vale, Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimm
Wendell Schwartz
P. F. Burnett

To State of Oregon
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

HIGGINS & RUTLEDGE INSURANCE, INC.
1661 Shoreline D[illegible] uite 100 P. O. Box 8567
Boise, Idaho 83707
Phone 343-7741

REGARDING: Lloyd H. Miller - Contract # 8816
Miller Construction Company

DATE: 10-23-78

Enclosed are executed contracts # 8816 for Miller Construction Company of Twin Falls, Idaho with reference to FAS B 495 (Main St.) Bully Cr. Bridge (Vale).

Bert Higgins

RECEIVED
OCT 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FHW 1512 09020

8816

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-24-78	CC 1908	

CREDIT DISTRIBUTION

523-1063

BILL TO: Code: _____

Malheur County Court

Courthouse

Vale, Oregon 97918

Attn: Hon. Roy Hirai, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the Bully Creek (Vale) Bridge Section FAS-B495 RS-B495			

A508

Advance Deposit Amount	$ 9,620.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 9,620.00
Transfer to Highway Fund	$ 7,620.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35786-734

F 0816

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

October 24, 1978

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Cooperative Agreement with Utah DOT, Oregon State Contract 8816

TO: H. S. Coulter
Technical Services Engineer

We have asked the Materials and Research Section of the Utah Department of Transportation to perform inspection on prestressed concrete piling manufactured at Monroc in Salt Lake City for the Bully Creek Bridge. The Engineer of Materials and Research asks that the attached agreement be signed. I am sending it to you because you signed a similar agreement in connection with Contract 8537 and 8576 last spring.

I will return the signed agreement to Mr. Lovelace.

JCJ:gs

cc: E. S. Hunter
Frank Burnett

RECEIVED
TECHNICAL SERVICES
OCT 26 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

UTAH DEPARTMENT OF TRANSPORTATION
MATERIALS AND RESEARCH SECTION
757 West 2nd South
Salt Lake City, Utah 84104

October 18, 1978

John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Materials Section
Salem, Oregon 97310

Dear Mr. Jenkins:

It will be a pleasure to assist you in the prestress inspections for the piling on the Bully Creek Bridge Contract #8816. Enclosed is a Cooperative Agreement for your signature.

Armco Steel Corporation has just recently assigned the Armco Plant at Hillsborough to this Salt Lake Division. Utah will now periodically be receiving pipe from that plant. Would it be possible to have your inspectors provide inspections on these occasions?

It is a pleasure working with you and your people.

Sincerely,

Helen Klem for Edwin E. Lovelace

Edwin E. Lovelace
Engineer of Materials and Research

Enclosure

RECEIVED
OCT 23 1978
NOTED
JOHN C. JENKINS
MATERIALS DIVISION
OFFICE

Form R-308
(Revised Jan. 1, 1976)

COOPERATIVE AGREEMENT

Date 11 Oct. 78

We, the duly authorized officers of Oregon State Highway Division hereby
County, City, Town, or Firm
approve the following work to be done and/or materials, labor, equipment, to be furnished by the Utah Department of Transportation for which we agree to pay upon presentation of invoice for said work and/or materials, equipment, labor, furnished as follows:

(Description of Work)

Prestress Concrete Pile inspection @ Monroc for Oregon Contract No. 8816
Bully Creek Bridge

(List of Materials)

Test prestress cable - rebar - aggregate - concrete cylinders - obtain
manufacturers certification on cement.

(List of Equipment)

As needed

(Labor Furnished)

As needed

Approximate Total Cost $500

Oregon Highway Division — State (County (City (Town (Firm

Approved by: Engineer for Materials & Research

By

Title Engineer of Materials

ATTEST:

By

Title

8816

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
P. F. Burnett
Don Trout
SAIF
Fran

October 17, 1978

Miller Construction Co.
Box 341
Twin Falls, ID 83301

Gentleman:

The Oregon Transportation Commission on September 28 accepted your proposal for the Bully Creek Bridge on Main Street in Vale, Malheur County, for the sum of $121,044 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Malheur County and when the sum of $9,700 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8816.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 28, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

September 26, 1978

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Honorable Roy Hirai
County Judge

Gentlemen:

On September 21, 1978 a satisfactory bid was received from Hiller Construction Company, 1749 Dora Drive North, P.O. Box 341, Twin Falls, Idaho 83301 for the Bully Creek (Main Street) Bridge Section, FAS 8495.

The County's advance deposit based upon the contractor's bid is as follows:

Bid Items	$121,044.00
Contingencies 4 1/2%	5,446.98
Engineering 9%	10,893.96
EST. TOTAL CONST. COST	$137,384.94

Than 7% of $137,384.94 = $9,616.95 by rounding the county's advance deposit will be $9,620.00.

Please make your check in the amount of $9,620.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 13, 1978.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:pf

bc w/AD # 508: Vern Skoog - Please return completed AD # 508 when check is received.
Region 5 Federal Aid Engineer Roger Lang

JULY 1973

	PREFIX	FUNCTION	6R CURRENT MONTH	YEAR TO DATE
			167.81	167.81
			519.13	519.13

EFIX FUNCTION OR CURRENT WHATS

STATE

X

STATE

8816

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B 495(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80115

COUNTY NAME: Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-13-78	8-30-78	Secondary B495	County Road

GENERAL LOCATION:

Bully Creek Bridge (Vale) Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 8-22-78, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Henry 9-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8816

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

August 4, 1978

The Hon. Roy Hirai
Malheur County Court
251 B Street W.
Vale, Oregon 97918

Dear Judge Hirai:

Re: Malhuer River (Airport Rd.) Br. Sec., FAS B 495

Enclosed are four (4) copies of an agreement covering the preliminary engineering phase of the above described project.

Your application of June 1, 1978 requested funding for the entire project; however, due to the number of active FAS-C projects, the available balance will not permit full funding at this time. This agreement will allow us to prepare the plans, specifications and estimate of cost for the project so that everything will be ready when funds become available.

Please examine the agreement and, if found acceptable, present them to the Court and County Clerk for signature. After the agreements have been signed, please return the three (3) blue bound copies to me for further processing. A fully executed copy will be forwarded to you upon full approval by the Department of Transportation.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/vmt
Enc.
cc: Gerald Wimer
P. F. Burnett

Form 81-734 3123

8816

Section Bully Cr. Bridge (Vale) Programming Estimate $ _____

Highway FAS B495 (Main St.) Project Length 0.09 mile

County Malheur 8-4-78 Completion Time 120 calendar days

Kind of Work Structure _____

Prefix 523-1973 FA Project No. RS-B495(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 132,974.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		$ 0
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 132,974.00
Contingencies (4-1/2%)		5,983.83
Engineering (9 %)		11,967.66
	SUBTOTAL	$
Credit for _____		
Estimated Net Authorization, Construction		$ 150,925.49

APPROVED

_____
Road Design Engineer

Copy To Roger Lang 8/9/78

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Bully Cr. Bridge (Vale) County Malheur

Kind Of Work Length Name Butler-6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Bridge No. 16341					
	Mobilization (8%)		Lump Sum	All	Lump Sum	9,850.-
	Bridge Removal Work		Lump Sum	All	Lump Sum	7500.-
	Toe Trench Excavation		Cu. Yd.	40	11.00	440.-
	Structure Excavation		Cu. Yd.	60	11.00	660.-
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	10,000
	Furnish 16" Prestressed Concrete Piling		Lin. Ft.	238	18.00	4,284
	Furnish Prestressed Concrete Piling		Lin Ft.	310	16.00	4,960.-
	Drive Prestressed Concrete Piles		Lin. Ft.	436	1.75	763.00
	Structural Concrete, Class 3300 (45 cy @ 250)		Lump Sum	All	Lump Sum	11,250.-
	4'x 50'/55' Prestressed Slabs		Each	16	3,900.00	62,400.-
	Reinforcement (6,000# @ .45)		Lump Sum	All	Lump Sum	2,700.-
	4 Tube Steel Railing		Lin. Ft.	203	48.00	9,744.-
	Guard Rail in Stockpile		Lump Sum	All	Lump Sum	3,000.-
	Loose Riprap, Class 100		Cu. Yd.	180	11.00	1,980.00
	Asphalt Membrane		Sq. Yd.	313	11.00	3,443.-
	Total					132,974.-

8816

FORM 81.734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

August [illegible], 1978

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: Preliminary Plan Approval
Bully Cr. Bridge (Vale) Sec.
FAS B 495 (Main St.)
Malheur County

TO: Gerald Wimer
Manager, Local Government Section

S A L E M

Enclosed are preliminary plans dated June 20, 1978, which have been approved as noted by a majority of the County Court. Judge Hirai is in Washington D. C. and unavailable to sign the plans.

The plans, as noted, now reflect the original intent of Malheur County as shown on the application. Please take the necessary steps to insure the plans are corrected so we may proceed with bid opening on September 21, 1978.

RCL/vmt
Enc.
cc: Judge Hirai
P. F. Burnett

To Duane Christensen
8/8/78

PROJECT MANAGEMENT
CCE
FAE
AUG 1373
PM
LG

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Details & Summary
2A	Temporary Protection & Direction Of Traffic (Not Incl.)
3	Plan & Profile

STATE OF OR

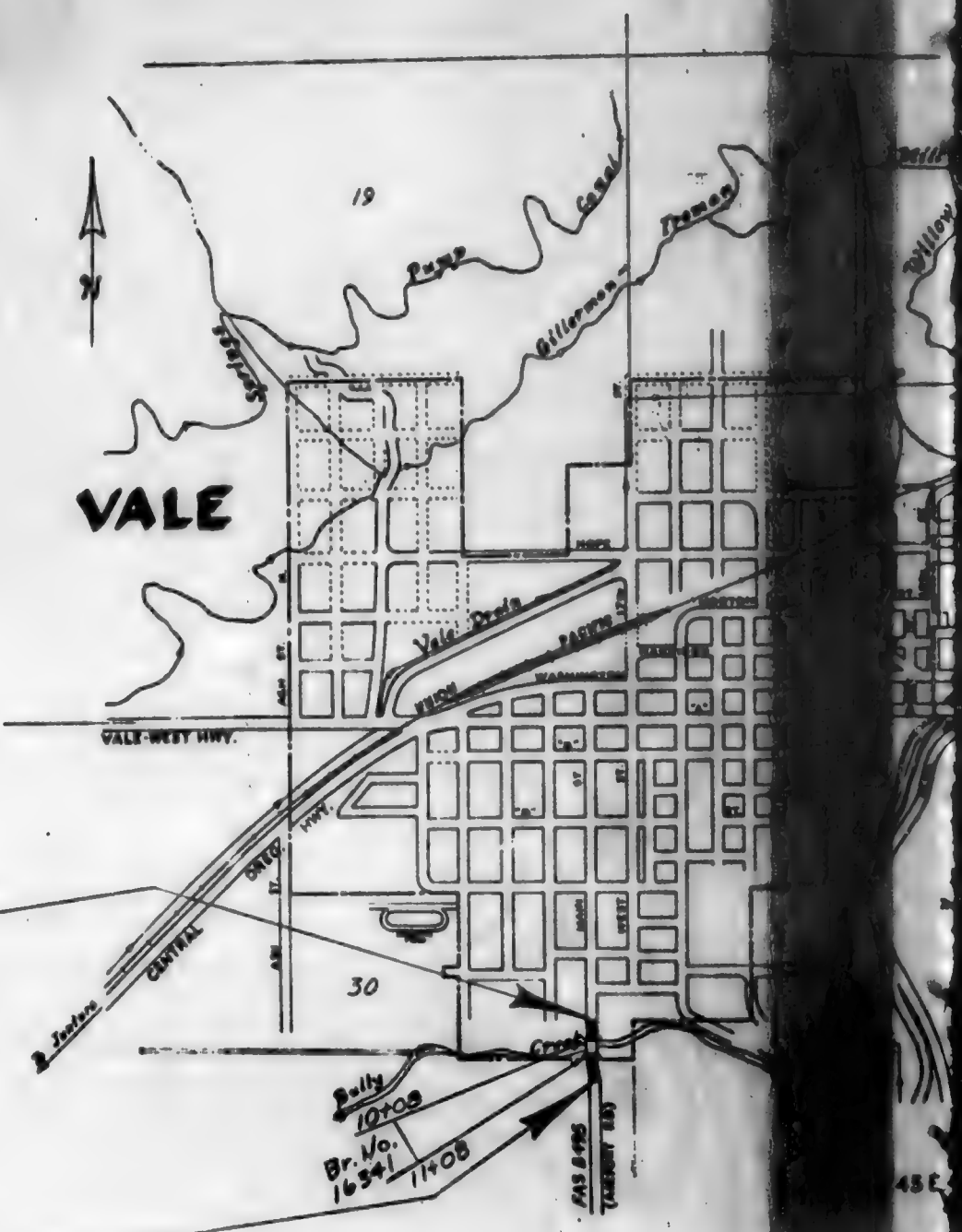
STATE HIGHWA

PLANS FOR PROPOSE

BULLY CR. B GE

FAS B4 (MA

MA UR COUN



BEGINNING OF PROJECT
Sta 8+00

END OF PROJECT
Sta. 13+00

OF OREGON

HWAY DIVISION

PROPOSED PROJECT

RIDGE (VALE) SEC.

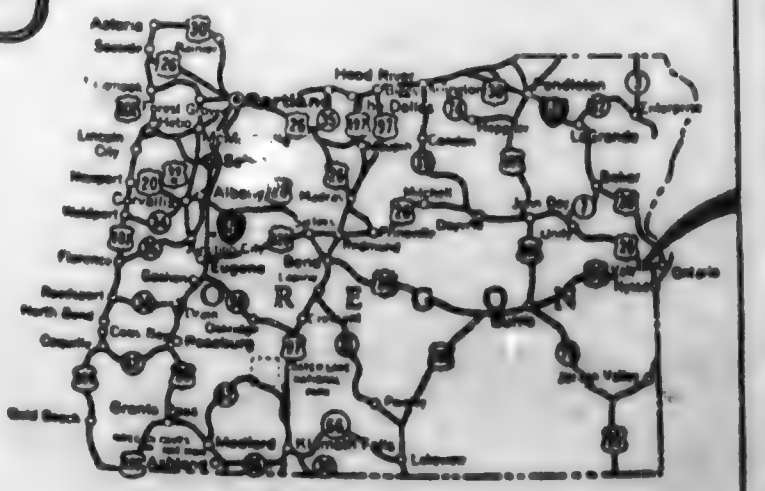
95 (MAIN ST.)

LHEUR COUNTY

PRELIMINARY COPY
JUN 20 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

BULLY CR. BRIDGE (VALE) SEC. FAS B495 (MAIN ST.) MALHEUR COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-G



T. 18 S., R. 45 E.

Sketch Map

Scale 0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED BY

COUNTY OF Malheur

JUDGE OR CHAIRMAN

W. C. Hammack
COMMISSIONER

M A Dale
COMMISSIONER

DATE 8/3/78

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER — DATE

8816

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Regional Engineer

DATE: August 1, 1978

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT: Bully Cr. (Airport Rd.) Br.
FAS B495
Malheur County
Bridge 16341

Enclosed are two reduced prints of drawings 33815 through 33817, which are the advance detail drawings for the subject structure. The estimated cost for the structure, only, including an allowance for engineering and contingencies, is $155,000. This has been raised above our earlier estimate to reflect the higher bid prices we have received recently.

It is planned to call for bids on this section on September 21, 1978.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by August 8, 1978.

Enclosures

cc Malheur County Engineer /w/2 encls.
H. A. Schell /w/2 encls.
Specs Unit (1 set of prints plus estimate sheet (unchecked) and designers' notes previously submitted)
Construction /w/1 encl.
Utility Unit /w/1 encl.
County-City Unit
Road Design /w/1 encl.
Resident Engineer /w/1 encl.
(J. A. Schlieski)

PROJECT MANAGEMENT
CCE ☐ OPE ☐
FAE ☐ CPE ☐
AUG 1 1978
File: PM FA LG OP

81-125-1387

8816

C.O.

DE Swan
Roger Trygstad
C.T. Keasey
523

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

7-26-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B495(1)
Project Name Bully Creek (Vale) Bridge Section
Main Street. FAS-B495

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 26 day of July, 1978

County of Malheur

Ray Heron
County Judge/Chairman

W.C. Hammack
Commissioner

Ona Zoske
Commissioner

Certified By:

Cheryl Brenner
Regional Right-of-Way Supervisor
Date July 31, 1978

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8816

FORM L-1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

July 21, 1978

FILE:

FROM: R. C. Lang
Region 5 Federal Aid Specialist

SUBJECT: Bully Cr. (Vale) Bridge Section
FAS B 495
Malheur County

TO: THE FILES

I have been advised by the Malheur County Court they wish to retain ownership of the existing pony truss structure.

We shall identify in the Special Provisions that the contractor will be responsible for removal of the structure and will place the structure on public right-of-way adjacent to the bridge site. The County shall be responsible for removal of the structure from the work area. Actual details and timing of this step will be discussed at the preconstruction conference.

RCL:sh

cc Malheur County Court
W. J. Hart
Hal Versteeg
Gerald Wimer
P. F. Burnett
R. C. Lang

PROJECT MANAGEMENT
LAE ☑ CCE ☐ OE ☐
LGE ☐ FAE ☐ CPE ☐
JUL 26 1978
File: PM FA
TAA _____ LG OP

8816

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: July 14, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS B-495(1)
Bully Cr. Bridge (Vale)
Roadway Width

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Salem, Oregon
Attn: Mr. Walt Hart, Structures

Mr. Hart's letter of July 11 requests an exception to the Secondary Roadway Standards to permit a 28' roadway section across the structure. We will approve 4' shoulders and 10' traffic lanes for this section of roadway only since the approach traffic lanes are only 10' with no future widening contemplated. The restricted speed is less than 30 mph and the ADT is less than 750.

for G. L. Green

RECEIVED
TECHNICAL SERVICES
JUL 17 '78
REFER TO
Hart
FOR
Info | Instr | R/D | D/R | Sig | Appl | File

cy Broeking
Schwartz
7-17-78

GENERAL FILES

8816

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

July 11, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Bully Creek Bridge (Vale)
Airport Road
Malheur County
Bridge 16341

The preliminary plan and elevation drawing, No. 33452, submitted on June 14, 1978 shows a 28-foot roadway planned for the subject bridge. This consists of two 10-foot traffic lanes and two 4-foot shoulders.

The design speed used was 30 mph. The structure is inside the city limits of Vale where the posted speed is 25 mph. The existing pavement approaches to the bridge vary from 18 to 24 feet, averaging about 19 to 20 feet at the bridge ends.

The City has stated they have no plans to widen the existing roadway in the future.

The bridge has a current ADT of 440.

Additional widening would require another line of slabs, increasing the cost approximately $12,000, or 10 percent. The County has requested to keep the 28-foot roadway and use this money for other projects.

Based on the reasons outlined above, we request a variance from the 6-foot shoulder width requirement shown by Table 7 of the "Geometric Design Standards for Highways Other than Freeways". We feel that the 20-foot roadway with 4-foot shoulders is sufficient and request your approval.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
D. H. Moehring
W. E. Schwartz

RECEIVED
TECHNICAL SERVICES
JUL 12 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-731-0027 (9-77)

8816

Form 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

June 21, 1978

FILE:

FROM: R. C. Lang
Region 5 Federal Aid Specialist

TO: THE FILES

SUBJECT: Bully Creek (Vale) Section
FAS B495 (Airport Road-
West Main Street)
Malheur County

This is to confirm the County Court's decision to close the route during construction as there is no economic way to provide a "direct detour" for residents on the south side of Bully Creek. The available routes for residents to use during construction are shown on the attached vicinity map.

The Court wishes to stress the importance of a timely construction schedule by the contractor once the project is started.

Also, the Court shall be informed when the preconstruction conference is scheduled so they may be in attendance.

RCL:sh

cc Judge Hirai w/attach
Gerald Wimer
D. O. Christensen
Ted Thompson
P. F. Burnett
Lang

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☑	FAE ☐	OPE ☐

JUN 27 1978

		File:	PM FA
TA			LG OP

Gerald Weiner

8816

STATE OF OREGON

INTER OFFICE MEMO

TO: W. E. Schwartz
Region 5 Engineer

DATE: June 14, 1978

SUBJECT: Bully Creek (Airport Road) Br.
Highway FAS 13-123
Malheur County
Bridge 16341

ATTN: Roger Lang

FROM: T. G. Thompson
Supervising Design Engineer

Enclosed are four reduced prints of drawings 33452 and 33098 which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $112,000.

These are being sent to you to obtain Malheur County's approval. Please return one set to this office as soon as possible with the County Commissioner's approval stamped thereon.

It is our understanding that Malheur County prefers a raised sidewalk to a sidewalk at roadway elevation with a separating traffic barrier. We also understand that Malheur County approves of a waterproof deck membrane in view of the fact that the City of Vale uses deicing chemicals. Note that the grade line has been lowered approximately three feet at the bridge. This improves sight distance while maintaining approximately two feet of clearance from the bottom of the structure to the design high water level.

It is planned to call for bids on this section on September 21, 1977.

ATB:sb

Enclosure

cc H. A. Schell /w/ 1 encl. and 2 Foundation Reports
Engineering /w/ 1 encl.
County-City Unit

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 15 1978
File: PM FA
TAA HAL LG OP

81-128-1367

8816

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Jordan Creek (Jaca Lane) Bridge
Bridge 16343
Bully Creek Bridge
Bridge 16341

Attached is a copy of a letter from Malheur County indicating that they do not use salt on any of their bridges.

We request approval to not include a waterproof membrane on the subject structures.

As they indicate they do not use salt on any of their bridges, we request approval to not include a waterproof membrane on any structure we let for Malheur County.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Attachment

cc E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
MAY 22 '78
REFER TO
FOR
Info | Inve. | R/D | D/R | Sign | Act | File

8816

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

March 20, 1978

6/15/78
Roger says bridge to be closed during construction
WJR

Hon. Roy Hirai
Malheur County Judge
Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Bully Creek (Vale) Bridge Section, Airport Road, FAS B495

I have been advised the time remaining is not sufficient to allow the completion of the structure design, letting of the contract, and construction of the bridge before the harvest season begins. Also, there will be fabricated elements, principally hand railing, requiring delivery lead times of three to four months. Delivery of these items to the contractor will control the completion date of the structure.

In view of these conditions, it is recommended the project be scheduled for letting on September 21, 1978. Allowing time for award of the contract and mobilization by the contractor, work should commence about November 1.

Sincerely,

R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh

cc E. S. Hunter
D. H. Moehring
W. J. Hart
J. H. Versteeg
P. F. Burnett
R. C. Lang

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE (AA) FAE ☐ OPE ☐
MAR 21 1978
TAA ____ File: PM FA LG OP

Form 81-734-3122

8816

Roger Lang
Region V Federal-Aid Engineer

March 10, 1978

xxxxx
From: E. S. Hunter
Technical Services Engineer

xxxxxxx

Subject: Bully Creek (Vale) Bridge Section
Airport Road FAS B495
Malheur County

The time remaining before the harvest hauling season is too short to permit construction of the Bully Creek Bridge prior to the beginning of harvest. I would recommend that bids be taken in September, with commencement of work scheduled for approximately November 1.

There will be fabricated elements of the new structure, principally railing, with delivery lead times of three to four months. The delivery time on these items will control the completion date for the structure.

cc Project Management
Walt Hart

WJH:dh ja

STATE OF OREGON

REGION 5 OFFICE
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: E. S. Hunter, Manager
Technical Services

DATE: March 6, 1978

FROM: R. C. Lang
Region 5 Federal Aid Engineer

SUBJECT: Project Scheduling
Bully Creek (Vale) Bridge Section
Airport Road, FAS B495
Malheur County

Attached is a copy of a letter from Judge Roy Hirai identifying a conflict of project scheduling and harvest activities on the Bully Creek Bridge project.

This project was approved by the Transportation Commission in June, but seemed to lie dormant until the Survey Authority came through in November. Field survey data was forwarded to Salem on December 14, 1977.

If the schedule for letting cannot be advanced to where the bridge work will be completed by mid-July, the only alternative would be to delay letting until beet harvest is completed, which would be October or early November.

Please see what you can do.

R. C. Lang

RCL:sh
Attachment

cc Judge Roy Hirai
Gerald Wimer w/attach
P. F. Burnett "

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 7 1978
File: PM FA LG OP
TAA

W. HART SAYS SEPT. LETTING
PER SCHED. MEETING 3/9/78

01-125-1387

The County of Malheur

Office of the County Court
COURTHOUSE

[503] 473-3123

P.O. BOX 130
VALE, OREGON 97918

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA MAR 6 1978 ☐

RECEIVED
REGION 5 OFFICE

March 3, 1978

Mr. Roger Lang
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Re: Bully Creek (Vale) Bridge Section, Airport Road (West Main)
FAS B495

Dear Mr. Lang;

The scheduled construction date for the months of July, August and September for the Bully Creek Bridge will conflict with it's use and cause great hardship during the harvest season. This bridge is heavily used during this time as a farm to market road by the farmers in the rural area beyond the bridge.

If it is possible to move the construction date forward to the months of May, June and July it would be helpful to a great many people using this road to harvest their crops.

Your consideration of this request will be appreciated.

Yours truly,

MALHEUR COUNTY COURT

Roy Hirai

Roy Hirai
Malheur County Judge

8816

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Bully Creek Bridge (Vale)
Highway: F.A.S. B495
County: Malheur
Prefix: 523-1973
Res. Engr. P. F. Burnett

Date February 2, 1978
Ten Year
Traffic Coefficient 6.2
18 kip s.a. per day 11.4
R value 10
Frost Penetration 24"±
CBE Total Requirement 20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (F. S.)	4.0
4.0"	A.C.W.S.	8.0
8.0"	A.B.	8.0
14.0"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

8816

FAS 23-123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 11, 1978

FROM: David W. Bryson
Hydraulics Specialist

TO: F I L E

SUBJECT: Bully Creek Bridge (Vale)
FAS 23-123
Malheur County

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JAN 11 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

The proposed bridge will replace an existing one-lane pony truss and will be built on the same alignment.

Hydrology

Bully Creek is a west-east tributary of the Malheur River and drains an area of approximately 620 square miles. Prior to 1963 there was no regulation of Bully Creek. Unregulated, the maximum flood of record occurred in February 1957 with an estimated peak flow of 8,980 cfs. This caused extensive flooding within the city of Vale. Construction of Bully Creek Reservoir was completed in 1963 by the Corps of Engineers and provides significant regulation of Bully Creek. Also, the channel was cleaned and leveed from its confluence with the Malheur River to approximately 0.7 mile upstream. This reach includes the bridge site.

The following table summarizes exceedence frequencies of various magnitude discharges near Vale. Controlled reservoir releases of 3,000 cfs are expected by the Corps of Engineers during major floods as indicated:

Recurrence Frequency	Regulated Peak Flow
2	890
5	2,280
10	3,000
20	3,000
50	3,000
100	4,700

A discharge of 6,000 cfs was chosen as the design flood for the bridge site since it was used by the Corps of Engineers in their design of the channel improvement for Bully Creek.

REFERRED TO

Beard Born
Colo Sample
Eriksen Watson
Hager Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Hydraulic Design

A stream channel with a 40-foot bottom and 2:1 side slopes should be maintained at the bridge site. This provides a waterway opening of 870 square feet. Under a design flood of 6,000 cfs, highwater elevation would be 96.1 feet (assumed datum). The highwater elevation at the bridge site was determined by calculating the water surface profile from the Malheur River back to the bridge site, starting with a known elevation on the Malheur River. This was in reasonable agreement with the Corps of Engineers' figures. During the design flood no backwater will be produced by the bridge. Construction of a multiple span bridge with bents in the channel will have no appreciable effect on the hydraulic capacity of the channel.

Riprap

It is recommended that the abutment slopes be protected with an 18-inch-thick blanket of Class 100 loose riprap. A filter blanket will be required and this may be a 6-inch blanket of 4"-0 to 6"-0 river-run gravel or 4"-0 to 6"-0 crushed rock meeting a gradation to be specified in the special provisions. The riprap should be keyed in at the toe and placed to elevation 97.0 (assumed datum).

404 Permit

A Corps of Engineers 404 permit will be required for this project.

DWB:jp

cc F.E. Terpin
W.J. Hart
Jack Davis
W.E. Schwartz
Don Harwell
D.O. Christensen
Gary Potter

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1957)
Discharge - cfs / m^3/s	6000	4700	8980
Frequency - yrs.	118	100	
H.W. Elevation Natural Channel ft. / m.	96[1]	95[3]	
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	7	6	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *Maximum flood occurred before construction of Bully Creek Reservoir which now regulates the discharge*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Bully Creek Bridge
FAS 23-123
Malheur County

COMPILED BY:	DATE:
Dave Bryson	*January 6, 1977*

8816

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B495(1)

STATE PROJECT NO. See below

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon 1-13-78

PROGRAM NO.

ITEM NO. 80115

TO:

Reynolds ✓

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-13-78	1-13-78	Secondary B 495 / County Road

GENERAL LOCATION:
"Bully Creek Bridge (Vale) Section"

GENERAL DESCRIPTION OF WORK:
Peliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ Including archeology salvage and utility preparatory work TEC NTE $12,000 - Federal Funds $10,290

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 1-5-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $119,000 Federal Funds $102,090 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standars for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-13-78	G K Hansmeier	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8816

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 11, 1978

FROM: David W. Bryson
Hydraulics Specialist

TO: F I L E

SUBJECT: Bully Creek Bridge (Vale)
FAS 23-123
Malheur County

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 11 1978
File: PM FA
TAA LG OP

The proposed bridge will replace an existing one-lane pony truss and will be built on the same alignment.

Hydrology

Bully Creek is a west-east tributary of the Malheur River and drains an area of approximately 620 square miles. Prior to 1963 there was no regulation of Bully Creek. Unregulated, the maximum flood of record occurred in February 1957 with an estimated peak flow of 8,980 cfs. This caused extensive flooding within the city of Vale. Construction of Bully Creek Reservoir was completed in 1963 by the Corps of Engineers and provides significant regulation of Bully Creek. Also, the channel was cleaned and leveed from its confluence with the Malheur River to approximately 0.7 mile upstream. This reach includes the bridge site.

The following table summarizes exceedence frequencies of various magnitude discharges near Vale. Controlled reservoir releases of 3,000 cfs are expected by the Corps of Engineers during major floods as indicated:

Recurrence Frequency	Regulated Peak Flow
2	890
5	2,280
10	3,000
20	3,000
50	3,000
100	4,700

A discharge of 6,000 cfs was chosen as the design flood for the bridge site since it was used by the Corps of Engineers in their design of the channel improvement for Bully Creek.

Hydraulic Design

A stream channel with a 40-foot bottom and 2:1 side slopes should be maintained at the bridge site. This provides a waterway opening of 870 square feet. Under a design flood of 6,000 cfs, highwater elevation would be 96.1 feet (assumed datum). The highwater elevation at the bridge site was determined by calculating the water surface profile from the Malheur River back to the bridge site, starting with a known elevation on the Malheur River. This was in reasonable agreement with the Corps of Engineers' figures. During the design flood no backwater will be produced by the bridge. Construction of a multiple span bridge with bents in the channel will have no appreciable effect on the hydraulic capacity of the channel.

Riprap

It is recommended that the abutment slopes be protected with an 18-inch-thick blanket of Class 100 loose riprap. A filter blanket will be required and this may be a 6-inch blanket of 4"-0 to 6"-0 river-run gravel or 4"-0 to 6"-0 crushed rock meeting a gradation to be specified in the special provisions. The riprap should be keyed in at the toe and placed to elevation 97.0 (assumed datum).

404 Permit

A Corps of Engineers 404 permit will be required for this project.

DWB:jp

cc F.E. Terpin
W.J. Hart
Jack Davis
W.E. Schwartz
Don Harwell
D.O. Christensen
Gary Potter

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1957)
Discharge - cfs / m^3/s	6000	4700	8980
Frequency - yrs.	118	100	
H.W. Elevation Natural Channel ft. / m.	96[1]	95[3]	
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	7	6	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *Maximum flood occurred before construction of Bully Creek Reservoir which now regulates the discharge*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Bully Creek Bridge
FAS 23-123
Malheur County

COMPILED BY:	DATE:
Dave Bryson	*January 6, 1977*

8816

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 5, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80115
Project No. RS-B495(1)
Bully Creek Bridge (Vale) Sec.
Malheur County

Attached is support data consisting of PR-1 form and project map for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $12,000 with an obligation of $10,290 in federal funds.

DRH:ljt
Att.

cc: W. E. Schwartz
Harold Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

January 5, 1978

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT DHV 50 440	FUTURE 700 (68) (70)	YEAR 97 (71)							
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., One Bridge 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)						
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary						COUNTY NAME Malhe							
	NAME OF URBAN AREA - - - 17-31						ROUTES NO.	FEDERAL-AID B495						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
	(14-15)	(16	31	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					PE			0.02	12,000	10,290
5					ROW					
5					CONST (CODE) TOPICS X080		"Bully Creek Bridge (Vale) Section"	0.02	107,000	91,800
								0.02	119,000	102,090

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS
	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	DHV 50 440	700	97	10	Oregon	41	075	80115
(68)		(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					RS-	B495	(1)		
(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Malheur	045	
		(14) (16)	

ROUTE(S) NO.	FEDERAL-AID	STATE	U.S.	
	B495	(32) Co. Rd. (36)	(37) ---	(41)

1 OR 2

LES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(55)	(59) (66)	(67) (76)			
.02	12,000	10,290	1,710		Util. adj. incl. prep. work and archeological salvage.
.02	107,000	91,800	7,600	7,600 (Co.)	ROW - 60' maximum; Access Control-none; Parking Restrictions-none.
.02	119,000	102,090	9,310	7,600 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

BULLY CREEK BRIDGE (VALE) SECTION

PROJECT NO. RS-B495(1)

Existing Facilities:

Roadway - Two 10' oil surface travel lanes with 2' shoulders.

Structure - Bully Creek Br. Steel pony truss 93' in length with 18'- 5" roadway.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including utility prep. work and arcneological salvage.

(2) Remove existing structure and construct 100' reinforced concrete bridge with a 28' roadway and a 5' sidewalk on one side, utility adjustments as required and incidental work common to this type of project. Furnish and stockpile guardrail. County forces will construct roadway approaches and install guardrail.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Miller Memorial Airpark lies 3/4 mile south of the project. However, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 9, 1977.

FHPM 4-1-4 R

State C

Distric

FHPM 7-7-5 F

Public H

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NOTE: This

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and Recreational

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red in by FHWA

FHPM 4-1-4 Requirements:

State Clearinghouse - Exempt from A-95 review under working agreement.

District 14 Clearinghouse - Non-functioning clearinghouse.

FHPM 7-7-5 Requirements:

Public Hearings - Not required under Oregon Action Plan.

Location/Design - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8816

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 4, 1978

The Honorable Roy Hirai
Malheur County Judge
Malheur County Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Final Project Assessment
Bully Creek (Main Street) Bridge
FAS B-495

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation has concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure

cc: Gerald Wimer
P. F. Burnett

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 6 1978
File: PM FA
TAA _____ LG OP

Form 81-734-5181

8816

STATE OF OREGON

INTEROFFICE MEMO

December 16, 1977

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell
Region 5 Geologist: Vernal Moore
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

FAS.C

SUBJECT: PROJECT ASSESSMENT
Bully Cr. (Main St.) Bridge
Main Street
Malheur County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG: dpy

Attachment

cc: E. S. Hunter

81-125-1367

Form FHWA 121 (Rev. 8-74)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 9, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. RS-B495(-)
Bully Cr. (Main St.) Bridge
Main Street
Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's November 25, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kyppuu
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 4, Fenton)

PROJECT MANAGEMENT
PME [X] CCE [ ] OM [ ]
LGE [ ] FAE [ ] OPE [ ]
DEC 15 1977
TAA _____ File: PM FA LG OP

RECEIVED
TECHNICAL SERVICES
DEC 15 '77
REFER TO
Proj Mgt
FOR
Info | Inve | R/W | D/R | Ign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR
RS-B495(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 17, 1977

Section Bully Cr. (Main St.) Bridge

Unit (if appl)

County Malheur

City Vale

Highway Main Street

State Hwy. No. FAS-C B495

Termini: M.P.(if appl)

Length

Region 5

Construction Estimate $119,000.00
Program Amount

B. Purpose of Project:

To replace substandard single lane structure.

C. Origin & History of Project:

The existing structure has been in place many years and has outlived design criteria. This project is a cooperative effort between the County Court and the City of Vale.

D. General Description of Project:

To construct a prestressed concrete structure with 5-foot sidewalk on one side. County to construct bridge approaches and install furnished guardrail.

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 440; Projected ADT _____; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:
Required materials to be obtained from existing material sources and/or commercial suppliers.

Type of Structure(s):
Prestressed reinforced concrete intergroove deck.

Brief Description of River or Stream and Type of Involvement, if any:
This project does not require a section 404 permit (Corps of Engineers' memo dated 12/30/76).

Local City, County or COG priorities of project:

County and City priority because of traffic safety factor.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):
No location alternative, using existing right of way corridor.

Other Descriptive Information or Comments:

Run-off is usually not a factor. Bully Creek Reservoir, about 8.5 miles northwesterly, stores run-off water for irrigation purposes.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project lies in the Malheur River drainage system at about elevation 2,250. Generally, the soil strata supports grasses, sagebrush, deciduous trees and bushes. Various species of wildlife may be found in the area, usually small animal life and bird species. Bully Creek empties into the Malheur River about one mile easterly of the project. Some species of warm water fish are occasionally taken from the stream. Contamination by irrigation return water keeps fish life at low level.

2. Cultural:

The project lies near the southerly limits of Vale. The entire area is residential, urban nature.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

None. The project is not anticipated to generate additional traffic.

Consequences--Air Quality, Noise, Safety, etc.:

None. Noise level is not anticipated to increase. Safety aspect will be greatly improved.

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Maintain standards.

b. Noise Standards This replacement will not affect noise parameters. An FHPM 7-7-3 noise study report is not required.

c. Water Quality Standards

Maintain standards.

d. Area Land Use and Transportation Plans, and Zoning

Consistant with local plans

C. Recommended Type of Action and Documentation:

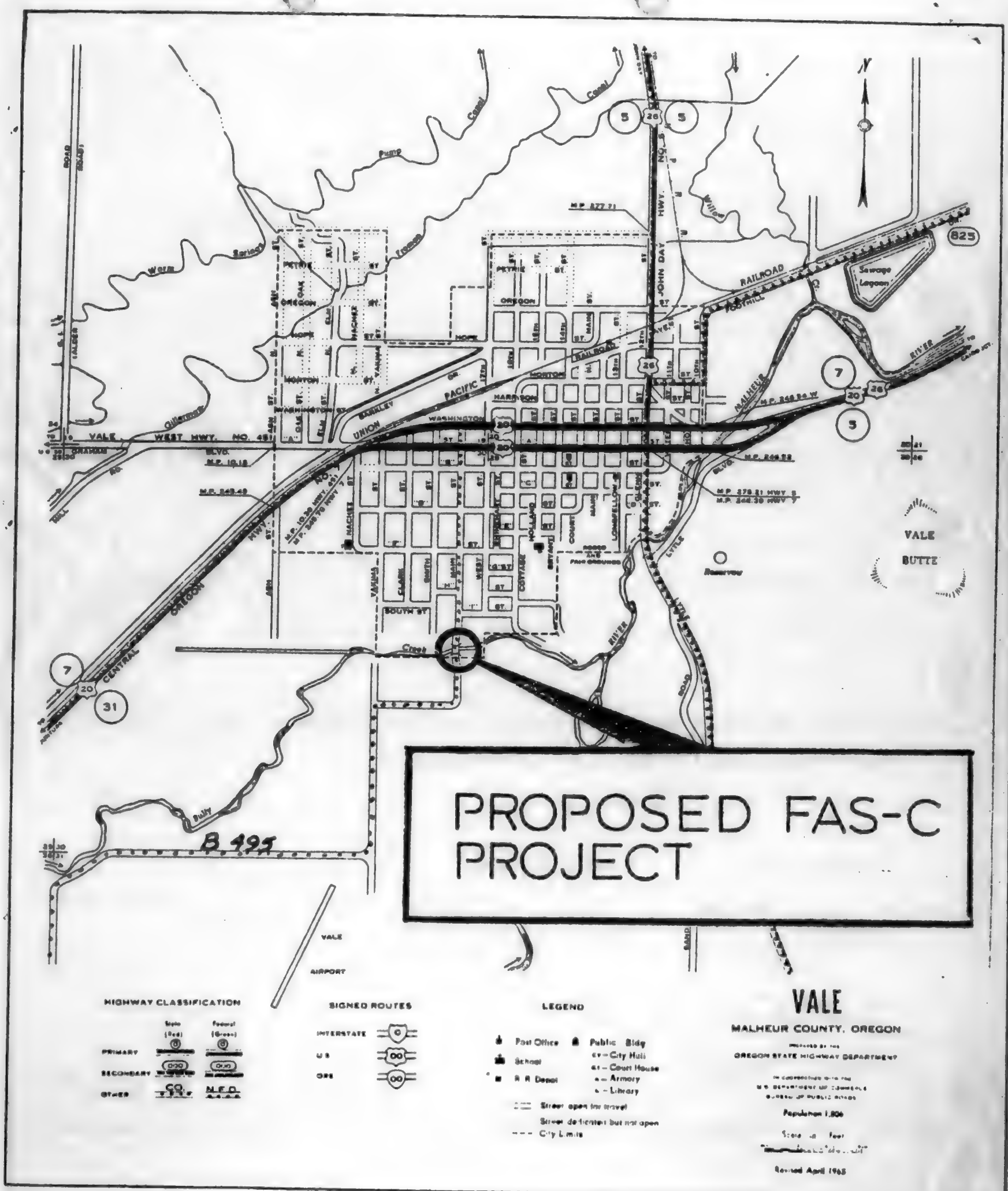
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

Form (1)10-75


PROPOSED FAS-C PROJECT
VALE
MALHEUR COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population 1,806
Revised April 1965
HIGHWAY CLASSIFICATION
SIGNED ROUTES
LEGEND
VALE
BUTTE
AIRPORT
B 495
JOHN DAY HWY.
RAILROAD
PACIFIC
UNION
CENTRAL
OREGON
Sewage Lagoon
Malheur River
Willow Creek
Public Bldg
Post Office
School
R R Depot
City Limits

8816

FORM 61.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Ontario, Oregon

December 13, 1977

FILE:

FROM: P.F. Burnett
Resident Engr.

TO: W.E. Schwartz
Region Engr.
La Grande, Oregon

☐ RE ☐ RCE ☐ RSE ☐ RME

☐ ROE

☐ RDE

DEC 14 1977

RECEIVED
REGIONAL OFFICE

SUBJECT: Location Data
Bully Creek (Airport Rd.) Bridge
Airport Road F.A.S. 23-123
Malheur County
Prefix 523-1470-901

Submitted herewith find the following listed data for the subject location.

1 book Field Notes
1 copy Narrative Report
1 copy check list of Hydrologic and Hydralic Data
1 roll Vicinity Map
2 sheets Existing structure details
2 copies Locating Engineers Statement

Frank Terpin
Location Engineer
SALEM

Dec. 14, 1977

Herewith the above subject project along with one print of the vicinity map. An estimate of cost and field specifications have not been made.

W. E. Schwartz
Region Engineer
By:
F.L.Epley

Returned to
Date 12/22/77
WR

NARRATIVE REPORT
BULLY CR. (AIRPORT RD.) BRIDGE
MALHEUR COUNTY
F.A.S. 23-123
STRUCTURE REPLACEMENT

LOCATION & DESCRIPTION OF PROJECT

This survey started Dec. 1, 1977 with 3 men in field tying existing culture and making topography map. 1 man worked in office for 2 days preparing detail drawings and making copy for F.A. sheet.

HYDRALOGICAL DATA

There is presently a reservoir on Bully Creek drainage. This dam was completed in 1963. The only flood and/or high water conditions were in 1969; at that time there was a heavy runoff after the reservoir was full. Excessive amount of water was released from the dam at this time. A section of roadway was washed out at this time on Grahm Blvd. (Vale - West Highway).

The following bridges can be used for further flood and/or high water reference, since they have been replaced since that time:

1. Russel Bridge on the Malheur River (County Road)
2. Bridge over bully Cr. on Vale - West Highway
3. Bridge over Bully Cr. on Greenfield Road off Highway 20

Deck protection will be required since the City of Vale uses calcium chloride for ice removal.

UTILITIES

The only utilities are telephone and Idaho Power Co. in the vicinity of the project. The telephone is presently buried adjacent to the pavement and attached to the existing structure. Idaho Power Co. has a sub-station located approx. 300' S.E. of the present location. This location should present no problem to construction of a new structure.

TRAFFIC CONTROL

Have contacted both the City of Vale and County Judge in regard to closure of street during construction. Both Governmental Agencies agree to closure during construction. A letter to follow will verify this matter.

All local residents are in agreement of the need for a new structure, since the existing structure is only 16' wide and is passable only to one lane traffic. The existing structure is a wood deck pony truss.

Form FHWA 121 (Rev. 5-73)

8816

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: December 9, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. RS-B495(-)
Bully Cr. (Main St.) Bridge
Main Street
Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's November 25, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Zeppa
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 4, Fenton)

RECEIVED
TECHNICAL SERVICES
DEC 15 '77
REFER TO
Proj. Mgt.
FOR
Info | Invest | R/D | C/R | Engr | Act | File

Form 81-T34-3030 8816 BCB 0001

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Bully Creek (Main St.) Bridge FAS-C Date Nov. 28, 1977, 19

Highway FAS B495 Authorization No. 1

County Malheur Survey Prefix 523-1470 (Assigned by Salem office)

Description of termini, route, length, etc.:

Main Street Crossing of Bully Creek in Vale

Purpose of survey: Prepare Vicinity Map and Design Structure.

Estimate of cost:

Field	901	3,500
Bridge	906	4,750
Utility	914	250
Hydraulics	918	500
Foundation Expl.	926	2,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 11,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

Frank E. Turpin — Location Engineer

Approved:

E.J. Schuster
Tech. Serv. Engr. [illegible]

SP*19780-724

MC 14

8816

August 18, 1977

Malheur County Court
Courthouse
Vale, OR 97918

MISC. CONTRACTS and AGREEMENTS No. 6183

Attention: Robert L. Morcom
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement to construct the Bully Creek Bridge Section of Airport Road (West Main Street).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

Enclosure

bc: Don Harwell (agreement attached)

8816

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 27, 1977

The Honorable Ray Hirai
Malheur County Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Bully Creek Bridge
Airport Road (West Main, Vale)
FAS 8495

Your proposed project concerning replacement of the Bully Creek Bridge in Vale was approved by the Transportation Commission on June 21, 1977.

Our Program Management Section has initiated action to proceed with programming of the project along guidelines required by the Oregon Action Plan for Transportation Planning.

Allowing normal time frames for programming, it is expected preliminary engineering will be approved about the middle of September.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Attachments

cc: Virgil Maupin
Gerald Wimer
C. D. Hiatt

NOTED
[illegible] C. HOLMES

Form 81-734-5122

8X16

DATE: June 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FASC Project Requests

On the Consent Calendar for the June 21 meeting will be eight requests for approval of Federal Aid Secondary System Projects.

Clatsop County is requesting a $575,000 project to reconstruct a 0.53 mile section of Youngs River Loop Road and to replace the bridge across Youngs River.

A $365,000 project to realign approximately 1,500 feet of Dethman Ridge Road and construct a structure across Neal Creek is being requested by Hood River County.

The request from Lane County is for replacing an existing wooden bridge crossing EWEB power canal with a concrete structure estimated to cost $135,000.

Linn County is requesting a $490,000 project to replace the existing steel bridge crossing the South Santiam River on Pleasant Valley Road in Sweet Home.

The request from Malheur County is for a $107,000 project to replace a pony truss bridge with a concrete structure crossing Bully Creek on Airport Road.

A $198,000 project to widen and improve a 0.48 mile section of N.E. 8th Avenue in MiltonFreewater is the request from Umatilla County.

Union County's request is for replacing a deficient bridge across the Grande Ronde River on Pierce Lane with a concrete structure estimated to cost $182,000.

The request from Wallowa County is for a $154,000 project to construct a structure across the Imnaha River and realign approximately 900 feet of Imnaha River Road.

Federal Aid Secondary funds for these projects is estimated at $1,897,160 with the State providing approximately $154,420 in match funds and a like amount being contributed by the counties.

These projects have been investigated and are eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachments (20)

GEZ:ljt

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
V. E. Skoog
E. L. Hardt, Reg. 1
John Sheldrake, Reg. 2
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell
Max Klotz

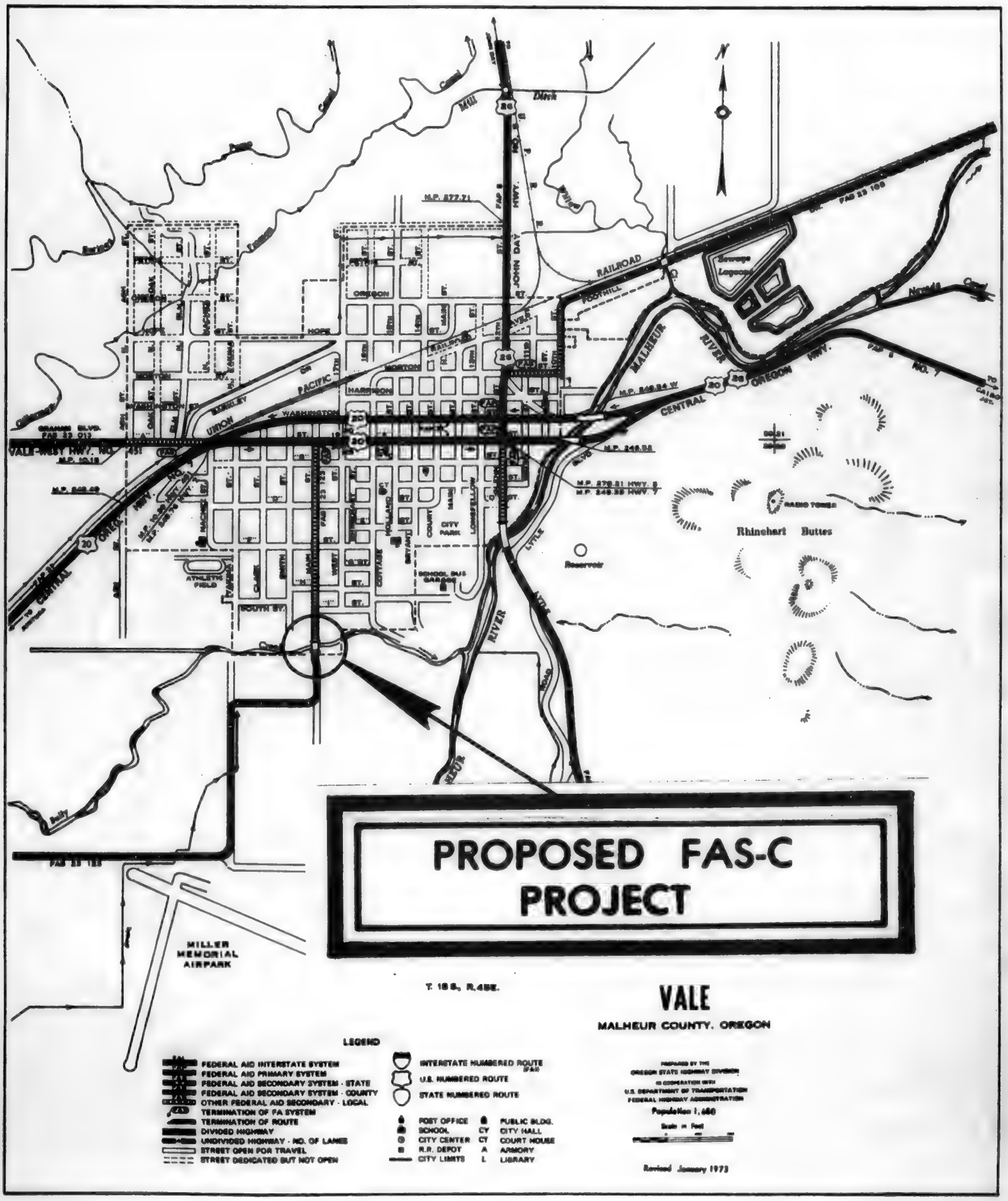
MALHEUR COUNTY
Proposed FAS-C Project

Bully Creek Bridge
Airport Road (West Main St.), FAS B495
Structure
$107,000

This project will replace an existing steel pony truss bridge with a prestressed concrete structure. The structure will be approximately 100 feet long and provide a 28-foot clear width with a sidewalk on one side.

State will perform the preliminary and construction engineering.

County will construct the approaches and install guardrail furnished by the contract.


PROPOSED FAS-C
PROJECT
VALE
MALHEUR COUNTY, OREGON
T. 18 S., R.45E.
MILLER MEMORIAL AIRPARK
Rhinehart Buttes
RAILROAD
JOHN DAY
MALHEUR RIVER
OREGON
CENTRAL
PACIFIC
UNION
Mill Ditch
Sewage Lagoons
Reservoir
Dairy
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
Population 1,650
Revised January 1973

8816

23-123

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
February 9, 1977

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Proposed Project
Bully Creek (Main St.) Bridge
FAS-C B495, Vale
Malheur County

TO: George Hopkins
Local Government Programs Engineer

S A L E M

Attached is Project Request and Environmental Assessment as received from Malheur County concerning the above subject project.

The project lies in the southerly part of Vale and has been prioritized by the County Court and the City of Vale because of the potential safety hazard. No right of way is anticipated; final evaluation to be made during field survey.

The estimated construction costs have been evaluated by the Bridge Section and are found to be realistic by utilizing intergroove T deck members. Also, the Environmental Assessment has been reviewed by the Regional Environmentalist. The proposed typical meets the minimum design requirements.

Malheur County currently has $135,094 of Federal Funds available under the FAS-C Program and lies no. 13 under the A.O.C. Priority Ranking System.

Please take the necessary steps to place the project in line for funding at the appropriate time. An Authority for Survey showing anticipated costs is attached.

RCL:sh
Attachments

cc Hon. Roy Hirai w/attach
Howard Ego "
Verne Allen "
C. D. Hiatt "
H. W. Gerlach "

6-22-77
Survey Authority
to TERPIN.
ASSESSMENT TO
PETTER.

MAINOR-GARY
Review and Hold
Till May 1

Rec'd 2-15-77

PROJECT NUMBER

FEB

FOR

Lab	Investigate	R/D	Action	File	Letter	See me

8816 14

Form 2-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Bully Creek (Main St.) Bridge Date February 9, 1977

Highway FAS B495 Authorization No. 1

County Malheur Survey Prefix 523 - 1973 (Assigned by Salem office)

Description of termini, route, length, etc.:

Main Street crossing of Bully Creek in Vale.

Purpose of survey:

To prepare plans, specifications, and estimate of costs for replacement of bridge under Secondary Road Agreement.

RS-B495(1)
1-13-78

Estimate of cost:

Field	901	3,500
Plans	905	500
Bridge	906	4,750
Utility	914	250
Hydraulics	918	500
Proj. Mgt.	920	100
Specifications	921	400
Found. Expl.	926	2,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 12,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

R C Lang
Regional Federal Aid Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Recommended for Approval:

Regional Construction Engr.

Approved:

E J Hunter
Deputy State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION

P. E. APPR. .....

FED. AID FAS-L STATE .....

F. A.

BEN GIFFORD

8816

RE ☐ ROE ☐ RDE ☐ RME ☐

FEDERAL AID PROJECT REQUEST

Date FEB 3 1977 RECEIVED REGIONAL OFFICE

Applicant Agency Malheur County
Request for: Off-System ____, FAS-C x, FAUS ____ Project
Federal Aid Route No. B495 Route Name Airport (W. Main) Road
Project Name Bully Creek (W. Main) Bridge

Project Length _____ Project Location (Attach sketch map)
Project Description Construct prestressed concrete bridge

Average Daily Traffic 440 Design Speed 40 (O.R.S. designated speed 25 mph - at south city limits of Vale)

	1977	1997
ADT	440	700
DHV	50	80

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 Travel Lanes 2 - 10 Shoulders 2
Medians None Parking None
Sidewalks None
Remarks Curbed section of street begins at "I" St. and continues north.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 - 10 Shoulders 2 - 4
Medians None Parking None N/A
Curbed No Length Curb Radii
Sidewalk/Bikeway
Remarks No contract work on road approaches to new bridge.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant if necessary

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Bully Creek (W.Main - Vale)

Type Steel pony truss, inodd deck

Approach Roadway Width 20 Shoulder Width 2

Length 93' Width 18.5

To remain in place? No.

2. **Proposed Structure:**

Location Bully Creek (W. Main - Vale) Bridge

Approximate Size: Length 100' Width 28'

Are sidewalk/bikeways desired: yes - sidewalk on one side

Are any utilities to be attached to structure? yes - Malheur Telephone Company cable

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — County Judge Roy Hirai, Office
2. Environmental — County Judge Roy Hirai, Office
3. Public Hearing — County Judge Roy Hirai, Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: widen approaches and install guard rail furnished under contract

4. Applicant's estimate of cost for requested project:

Roadway Work	$ -0-
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	105,000
Railroad	-0-
Other Guardrail	2,000
Preliminary engineering	(12,000)
PROJECT TOTAL	$ 119,000

Remarks P. E. to be performed by state under terms of secondary road agreement.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF CITY OF VALE and/or Malheur COUNTY

By Gay McGraw

By Howard Eggo

By Ray Hess

By W.C. Dammack

By M a Foote

Form E-106
SP*52188-734

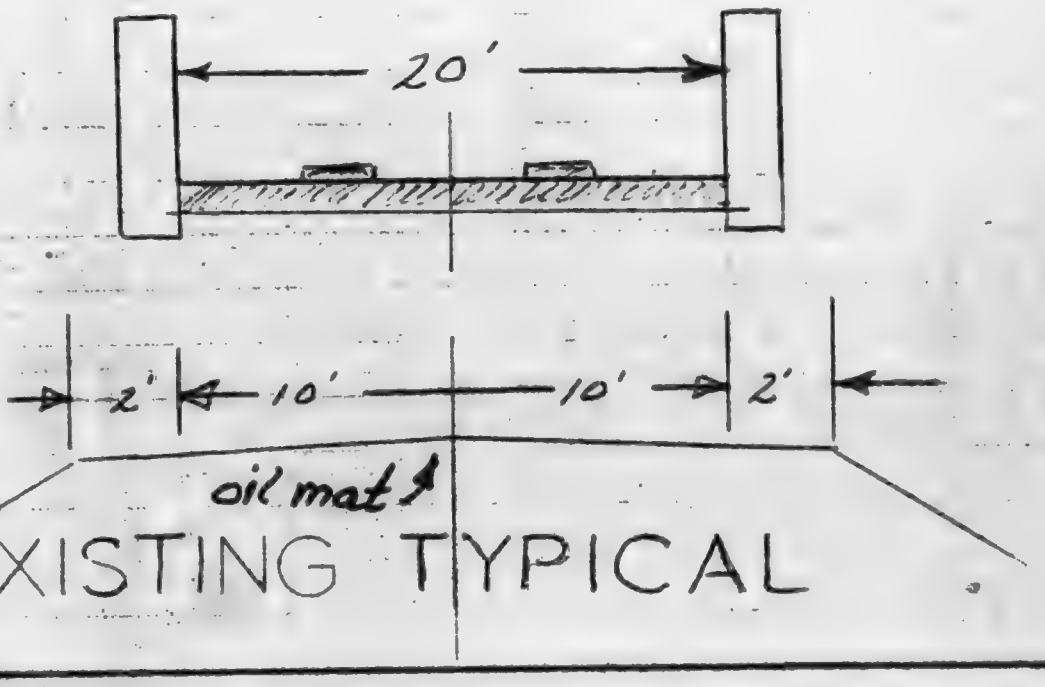
Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

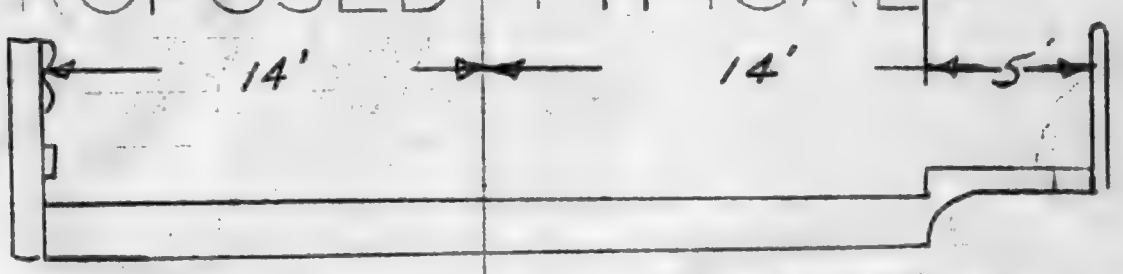
Calculations for .....

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

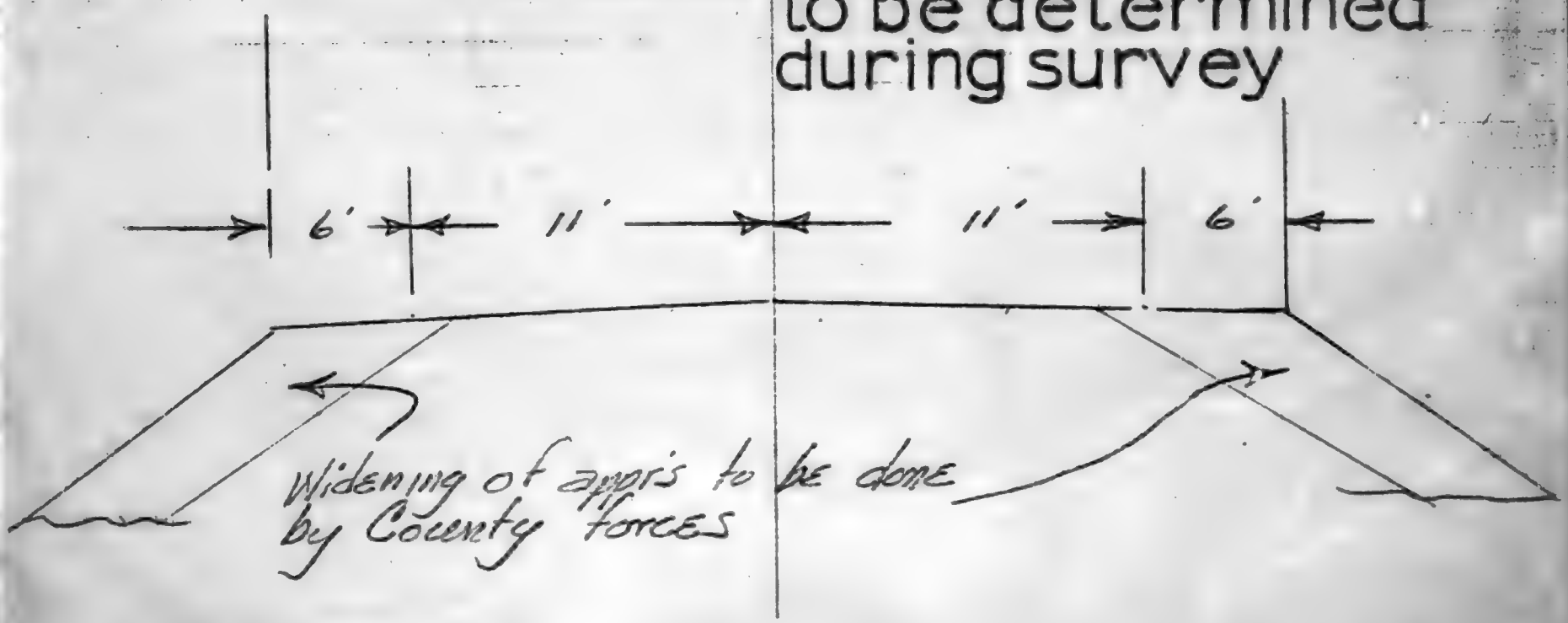


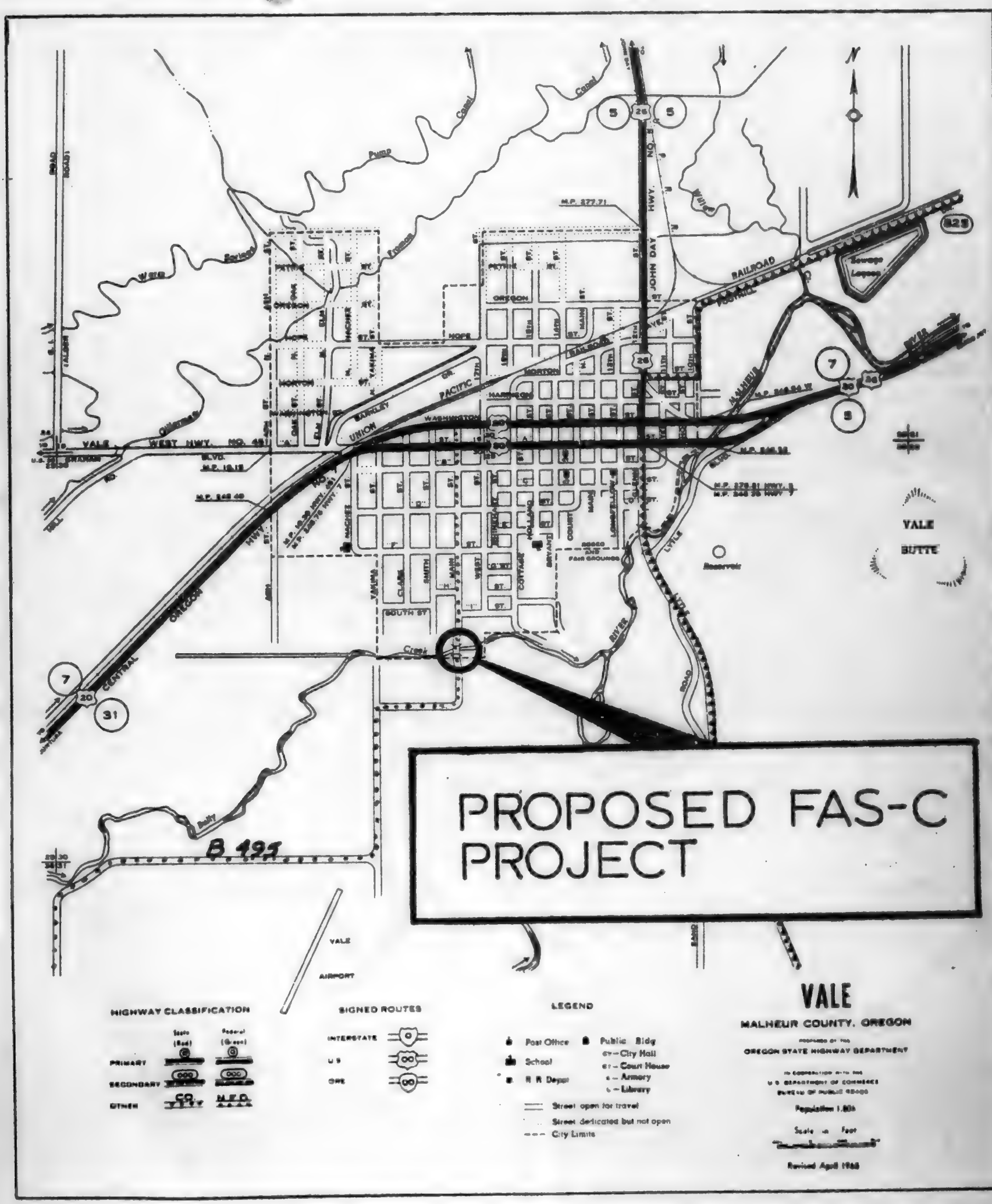
EXISTING TYPICAL

PROPOSED TYPICAL



location of sdwk
to be determined
during survey




PROPOSED FAS-C PROJECT
VALE
MALHEUR COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Revised April 1966
HIGHWAY CLASSIFICATION
SIGNED ROUTES
LEGEND
Post Office
School
R R Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
VALE WEST HWY. NO. 45
JOHN DAY HWY.
BAILROAD
PACIFIC
OREGON CENTRAL
VALE BUTTE
VALE AIRPORT
B 197

8816

(Vale)

File this (FAS 6495 (23-123)

X-ref'd Vale GC

August 2, 1976

Mr. Roger C. Lang
Region 5 Federal Aid Engineer

Robert H. Prange
Rural Engineer

Project Information
City of Vale

I got a call from Howard Ego, City Recorder of Vale, concerning various types of state and federal aid programs that might be applicable to projects in the city.

One project which the city has in mind is a new bridge over Bully Creek on Main Street near the south city limits. This is on new FAS Route 6-496 (old No. 23-123). The bridge is evidently under county jurisdiction so any federal aid application would have to come from the county. Don Harwell has already talked to the county on this, and their initial reaction was negative.

If the city has any SCA project in mind, next year's (1977) program is already full. The only thing left for them would be to apply in 1977 for a 1978 project.

A Safer Off-System Roads project looks rather dim for at least the next two years. We now have applications on file that we estimate will take us beyond two years.

Will you please contact Mr. Ego and inform him of the various programs.

RHP:sch

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Vale

July 21, 1976

MEMO TO THE FILES

FROM: D. N. Hanwell
County-City Engineer

RE: SCA
Off-System
Title II
City of Vale

I met with Mr. Howard Ego, City Recorder and Municipal Judge for the City of Vale. We discussed various State and Federal programs available to that city and he indicated that they did not have any streets in need of repair this year and therefore did not apply. I had reviewed their streets last evening and observed an extremely narrow structure near the south city limits on S. Main Street. He indicated to me that this was a county bridge, not a city bridge, and if funds were available perhaps they could undertake this improvement as a joint effort with Malheur County.

We also discussed future SCA, Off-System and Title II projects which probably Roger Lang, Region 5 Federal Aid Engineer, would perhaps contact their offices to discuss further. Mr. Ego appreciated that I had taken the time to stop in and discuss some of these problems with him.

DNH:dp

cc: Roger Lang, Region 5

☐ ENGR ☐ ASST. ☐ OE ☑ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

1978 Silver Falls State Park (Dormitory Buildings) 8817

#8817

November 3, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
#8817

Gentlemen:

Contract No. 8817 awarded to Servais Construction Co., for dormitory buildings at Silver Falls State Park in Marion County was completed on October 27, 1980, and accepted by the State Highway Division on October 30, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 10, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Servais Construction Co.
3655 Verschweiler Lane
Woodburn, OR 97071

bc: C. T. Keasey
Walt Hart
W. E. Skoog Attn: Dick Hacak
C. O. Fredrickson

8817

4.

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: October 30, 1980

FROM: For C. T. Kensey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of October 30, 1980.

Contract	8817	On Site Work Substantially Completed	June 13, 1979
All Work Completed	October 27, 1980		
Project	Silver Falls State Park		
Highway	-----		
County	Marion		
Type of Work	Dormitory Buildings		
Contractor	Gervais Construction Co.		

RDC:mk

cc: H. S. Coulter
John Hollingsworth
R. D. Church

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
OCT 31 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8817

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Silver Falls State Park		WEEK ENDING: 6/15/79
		SECTION PREFIX: 924-2710
HIGHWAY: ----		COUNTY: Marion
NAME OF JOB: Silver Falls State Park	KIND OF WORK: Dormitory Buildings	
CONTRACTOR: Gervais Construction Co.	CONTRACT NUMBER: 8817	FEDERAL AID PROJECT NUMBER: HCRS-41-00926
DATE OF CONTRACT: 9/28/78	DATE WORK STARTED: 10/3/78	ESTIMATED COMPLETION DATE: 6/14/79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $251,010.93		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $231,106.98	ENGINEERING AUTHORIZATION $19,903.95	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $230,746.07	ENGINEERING COST TO DATE $21,215.67	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN .2 %	PERCENT OF AUTHORIZATION 106 %	DATE PROJECT WAS COMPLETED: 6/14/79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Bldg. A	Bldg B						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Sunny Warm			
MONDAY 11	Sunny Warm			
TUESDAY 12	Sunny Warm			
WEDNESDAY 13	Ptly Cldy			
THURSDAY 14	Cldy Showers			
FRIDAY 15	Cldy Cool			
SATURDAY 16				

RECEIVED
JUN 18 1979
CONSTRUCTION BRANCH

Richards
Berg
Irloes
Widmer
Gebauer
Church
Glenn

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No Activity.
MONDAY 11	Speedway Plumbing: Adjusting flush-o-meters; insulating pipes; testing, flushing & activating water systems both buildings.
TUESDAY 12	Gervais: punch list work, dragging fill and cut areas, removed rejected shower doors. Speedway Plumbing: fixing leaks in flush-o-meters, clean-up of fixtures.
13 WEDNESDAY	Gervais: regrading ditch by parking area, dragging fill areas, site cleanup. Hydronix: set up pump station.
14 THURSDAY	No Activity.
FRIDAY 15	Final Inspection Today.
SATURDAY 16	No Activity.

REMARKS

Job complete. Final inspection held 6/15/79.

SIGNED Art Gratfield LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

.317

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

June 11, 1979

TO: State Agency Heads
Training Officers
Public Information Officers

FROM: David G. Talbot
State Parks Superintendent

RE: Silver Falls Conference Center

Reservations are now being accepted for our new Silver Falls Conference Center, which is situated in a unique natural setting within Silver Falls State Park, 26 miles east of Salem. The Conference Center offers year-round meeting and conference facilities for overnight guests. Scheduled opening date is October, 1979.

Located in a secluded meadow, the Conference Center is surrounded by tall stands of Douglas Fir and Hemlock. The rustic lodges have been designed to complement the natural features of the area and provide guests with comfortable accommodations in a wilderness atmosphere.

We are preparing a brochure announcing the fees and describing the facilities, which will be sent to you. You will also be invited to attend an open house planned for August, 1979 to familiarize you with the Conference Center and park.

COST

The daily rate for meals and overnight accommodations will be lower than the current state expense allowance. We are in the process of contracting for food service, housekeeping and linen service. Once the contractor has been chosen, the exact fees will be known.

RECEIVED
DOT DIRECTOR
JUN 12 79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Set | File

FACILITIES

Meals will be served in the spacious Smith Creek Dining Hall. Constructed in the 1930s by the Civilian Conservation Corps, this building has been restored to maintain the design and atmosphere of the original structure, and a complete, modern kitchen has been added to provide full meal service to Conference Center guests.

Overnight Accommodations are available in the two newly constructed rustic lodges, one of which is entirely accessible to the handicapped. Each unit has a comfortably furnished living room with fireplace, two restrooms with showers, six semi-private bedrooms (two persons per room), and an outside deck overlooking the meadow. The lodges are fully winterized and heated. Linen and housekeeping services are provided for overnight guests.

Meeting Rooms for large meetings and conferences may be scheduled in the dining hall. A meeting hall is also being constructed to be completed by March, 1980. The lodge living rooms may be used by overnight guests for small meetings and gatherings.

Recreational Opportunities are abundant at Silver Falls. The park is well known for its extensive hiking trail system, which features spectacular views of ten waterfalls. A 13-mile equestrian trail and a four-mile paved bicycle trail also meander through scenic areas of the park. The trails have been designed to allow rides and hikes of varying distances. Camping and picnicking facilities are available in the park. Conference Center guests may also enjoy the use of the swimming pool, fishing or creek walking in Smith Creek, and a variety of activities in the meadow area.

OCCUPANCY

Initially (October 1979) year-round overnight accommodations for up to 32 people are available.

RESERVATIONS AND INFORMATION

At this time, the availability of the Silver Falls Conference Center has been announced only to state agencies in order to give them an advance opportunity to schedule use of the facilities. For reservations or information, contact Jeanne Foster, Conference Center Manager, Silver Falls State Park, 20024 Silver Falls Hwy. SE, Sublimity, OR 97385, phone 873-4913.

JF:ko

917

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: March 15, 1979

TO: State Parks and Recreation
Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Smith Creek Conference Center - Silver Falls State Park

The Smith Creek Conference Center at Silver Falls State Park is presently being developed by both private contractors and state park crews. You will recall we visited the project site during our 1978 summer tour.

Upon completion of this initial development phase, the Conference Center will offer accommodations for 32-36 overnight guests in the winter months and 60-64 conferees in summer months.

Completion of the contract work, including two dormitory buildings and sewer system improvements, is scheduled for April, 1979.

Other remodeling projects undertaken by the park crews, including remodeling the existing dining hall, will be completed by fall, 1979.

Operation plans call for a personal services contractor to provide food service, housekeeping, linen service and swimming pool operation. The personal services contract is presently being drafted and should be completed and out to bid by April 15, 1979. State Parks personnel will provide grounds and building maintenance.

A Conference Center Manager, a State Park employee, was appointed. The Conference Center Manager will be responsible for the promotion, reservations, and overall conference center operations.

A fee schedule for the Conference Center will be determined following the selection of the personal services contractor. Early cost estimates place the fee in the range of $20-$25 per day including meals and lodging.

NOTED
F. B. KLABOE

Form 734-3122

It is expected that the Conference Center will be operational by early fall, 1979.

Video-taped movies of the development of this center will be shown at the upcoming March meeting.

DGT:JEL:ma

cc: Fred Klaboe
Pat Amedeo
George Bell

RECEIVED
DOT DIRECTOR
MAR 16 79
REFER TO
FOR
Info | Signature | R/D | D/R | Sign | Ans | File

8817

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 17, 1978

Cervais Construction Co.
5655 Frenchweiler Lane
Woodburn, OR 97071

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8817 for dormitory buildings in Silver Falls State Park in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimm
C. O. Fredrickson
Art Gottfried
Dave Talbot

KL&K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

October 10, 1978

Mr. Cecil Head
Commission Services, Dept. of Transportation
104 Transportation Building
Salem, Oregon 97310

Re: Contract No. 8817, Dormitory Bldgs. at Silver Falls State Park

Contractor: Gervais Construction Co.

Dear Sir:

Enclosed are the contract documents for the above captioned project which contain the executed performance and payment bonds.

Very truly yours,

Gail Custer

Gail Custer

/gc

Encl.

cc: Gervais Construction Co.
5655 Ferschweiler Lane
Woodburn, Oregon 97071

RECEIVED
OCT 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8817

September 28, 1978

Gervais Construction Co.
5655 Fershweiler Lane
Woodburn, OR 97071

Gentlemen:

Enclosed are three copies of Contract No. 8817 awarded to you on September 28, 1978, for dormitory buildings at Silver Falls State Park in Marion County in the amount of $219,655.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is April 30, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
C. O. Fredrickson
Art Gottfried
Dave Talbot

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Hunter
Technical Services Engineer

DATE: September 22, 1978

FROM: Larry Jacobson, Assistant
State Parks Superintendent

SUBJECT: Contract Award - Silver Falls State Park Construction

Gervais Construction Company's bid was low at $219,655, 16% over the estimate. There were two other bidders 42.4% and 60.3% over the estimate, respectively. Analysis of the bid items indicate failure of the estimate to adequately compensate for the winter construction period, small quantity of work items, and remoteness of the location.

Mobilization was estimated at $14,000. The bid was $20,000, an increase of 43%. Most of the bid items involving concrete were over the engineer's estimate. The effluent pumping station, which also contained concrete, was estimated at $13,000, and bid at $16,000, an increase of 23%. The electrical supply system was estimated at $3,000. The low bid was $10,000, an increase of 233%. The second bidder's item cost was $3,500, and the third bidder's was $6,200. Building A was $4,500 (6.7%) over the engineer's estimate, and Building B was $8,500 (12.6%) over the estimate. Building B is a split-level floor plan, as opposed to a one-level plan on Building A. The engineer's estimate failed to recognize the additional costs for support and framing on the split-level plan.

There were 18 plan holders for the project, but only 3 prime bids were submitted. There was a wide variation between the low and second and third bidders. In view of this wide range of bids and the winter construction period, small quantities, and remoteness of location, it appears unlikely that rebidding of the project would result in lower submittals. After discussing with the Resident Engineer, Cost Estimating and others in the Parks Branch, it appears wise to proceed. The Parks and Recreation Branch recommends that the bid be awarded to the low bidder.

LJ:aw

cc: Gerald Wimer
Art Gottfried
Warren Gaskill
David Talbot
Ray Leavitt
Scott Coulter
Fred Klaboe
Carroll Keasey
Ed Johnsen
Chuck Fredrickson

RECEIVED
TECHNICAL SERVICES
SEP 22 '78
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

APPROVED
E. S. Hunter
Date 9-22-78
cc Wimer
Jacobson
9-22-78

81-125-1307

8817

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

10-18-77

FROM: Gary A. Scott
State Parks and Recreation

TO: C. E. Head
Commission Services

SUBJECT: Project Agreement BOR 41-00926
Silver Falls State Park Dev.
Marion County O.P. 1274

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-named Land and Water project. The agreement is between the State of Oregon, through the Oregon State Highway Division, and the Federal Bureau of Outdoor Recreation of the U. S. Department of the Interior.

This should bring your records up to date.

GAS:dc

Attach.

cc: Jim Cavanaugh
Larry Jacobson
Warren Gaskill
Ray Leavitt
Arnie Slack

NOTED
C. W. HEAD

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

IN REPLY REFER TO:
G26
41-00926

OCT 5 1977

David G. Talbot
State Parks Superintendent
525 Trade Street S.E.
Salem, Oregon 97310

Dear Dave:

Project 41-00926, Silver Falls State Park Development, has been approved and your copy of the agreement is enclosed. The submission did not contain sufficient information for us to determine that the needs of the handicapped will be met in the finished work. In the final design work, please insure that the needs of the handicapped, as required by the Architectural Barriers Act, are incorporated. When completed, the facilities, as well as pathways between the various structures, must be fully usable by the handicapped.

If you have any questions, please let us know.

Sincerely yours,

Maurice H. Lundy
Regional Director
by Richard L. Winters

cc:
Janet McLennan
Gary A. Scott

FEDERAL ASSISTANCE

APPLICANT'S APPLICATION	b. DATE 19 77 9 26	APPLICATION IDENTIFIER	b. DATE ASSIGNED 7706 2 740 19 77 6 22

1. TYPE OF ACTION (Mark appropriate box)
- ☐ PREAPPLICATION
- ☒ APPLICATION
- ☐ NOTIFICATION OF INTENT (Opt.)
- ☐ REPORT OF FEDERAL ACTION

Leave Blank

SECTION I—APPLICANT/RECIPIENT DATA

4. LEGAL APPLICANT/RECIPIENT
- a. Applicant Name: Oregon State Parks Branch
- b. Organization Unit:
- c. Street/P.O. Box: 525 Trade Street SE
- d. City: Salem
- e. County: Marion
- f. State: Oregon
- g. ZIP Code: 97310
- h. Contact Person (Name & telephone No.): David G. Talbot (503) 378-5019

5. FEDERAL EMPLOYER IDENTIFICATION NO.: NA

6. PROGRAM (From Federal Catalog)
- a. NUMBER: 15.400
- b. TITLE: Outdoor Recreation - Acquisition, Development and Planning

7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT

Silver Falls State Park Development
Renovate 3 youth camps and the main lodge in Silver Falls State Park, add a gas/paint shed in the maintenance yard and make safety improvements on the park trail system.

The project agent is the applicant/recipient

8. TYPE OF APPLICANT/RECIPIENT (Enter appropriate letter: B)
A-State; B-Interstate; C-Substate District; D-County; E-City; F-School District; G-Special Purpose District; H-Community Action Agency; I-Higher Educational Institution; J-Indian Tribe; K-Other (Specify):

9. TYPE OF ASSISTANCE (Enter appropriate letter(s): A)
A-Basic Grant; B-Supplemental Grant; C-Loan; D-Insurance; E-Other

10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.)

11. ESTIMATED NUMBER OF PERSONS BENEFITING: NA

12. TYPE OF APPLICATION (Enter appropriate letter: A)
A-New; B-Renewal; C-Revision; D-Continuation; E-Augmentation

13. PROPOSED FUNDING

a. FEDERAL	$ 267,000.00
b. APPLICANT	267,000.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ 534,000.00

14. CONGRESSIONAL DISTRICTS OF:
- a. APPLICANT: NA
- b. PROJECT: 2

15. TYPE OF CHANGE (For 12c or 12e) (Enter appropriate letter(s):)
A-Increase Dollars; B-Decrease Dollars; C-Increase Duration; D-Decrease Duration; E-Cancellation; F-Other (Specify):

16. PROJECT START DATE Year month day: 19

17. PROJECT DURATION: 24 Months

18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY ▶ Year month day: 19

19. EXISTING FEDERAL IDENTIFICATION NUMBER

20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code): Bureau of Outdoor Recreation, 915 2nd Ave., Rm. 990, Seattle, Washington 98174

21. REMARKS ADDED: ☐ Yes ☒ No

SECTION II—CERTIFICATION

22. THE APPLICANT CERTIFIES THAT ▶

a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:

	No response	Response attached
Intergovernmental Relations Division		
(1) State Executive Department	☐	☒
(2) Mid-Willamette Council of Governments	☐	☒
(3)	☐	☐

23. CERTIFYING REPRESENTATIVE
- a. TYPED NAME AND TITLE: Gary A. Scott, State Recreation Director
- b. SIGNATURE: Gary A. Scott
- c. DATE SIGNED Year month day: 1977 9 26

SECTION III—FEDERAL AGENCY ACTION

24. AGENCY NAME: Department of Interior

RECEIVED SEP 27 1977 STATE PARKS RECREATION SECTION

25. APPLICATION RECEIVED Year month day: 1977 09 26

26. ORGANIZATIONAL UNIT: Bureau of Outdoor Recreation

27. ADMINISTRATIVE OFFICE

28. FEDERAL APPLICATION IDENTIFICATION: NA

29. ADDRESS: 915 - 2nd Avenue, Seattle, WA 98174

30. FEDERAL GRANT IDENTIFICATION: 41-00926

31. ACTION TAKEN
- ☒ a. AWARDED
- ☐ b. REJECTED
- ☐ c. RETURNED FOR AMENDMENT
- ☐ d. DEFERRED
- ☐ e. WITHDRAWN

32. FUNDING

a. FEDERAL	$ 267,000.00
b. APPLICANT	267,000.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ 534,000.00

33. ACTION DATE ▶ Year month day: 1977 09 27

34. STARTING DATE Year month day: 19 77 09 27

35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number): Don Ketter, 206-442-4720

36. ENDING DATE Year month day: 19 79 12 31

37. REMARKS ADDED: ☐ Yes ☐ No

38. FEDERAL AGENCY A-95 ACTION

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.

b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.): Fred Bender, 206-442-4720

424-101

STANDARD FORM 424 PAGE 1 (10-75)
Prescribed by GSA, Federal Management Circular 74-7

UNITED STATES DEPARTMENT OF THE INTERIOR EXHIBIT A
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Marion County)	Project Number 41-00926 (O.P. 1274)
Project Title	Silver Falls State Park Development
Project Period	SEP 27 1977 to 12-31-79

Project Scope (Description of Project)

This project will further develop and improve existing facilities in an 8,302 acre state park. Work items will include renovation of the youth camps at Smith Creek, Silver Creek and the Ranches, and construction of new sleeping quarters at Smith Creek. Also, the Main Lodge in the day use area will be renovated, safety improvements will be made on the trail at South Falls, and a gas/paint shed will be added at the park maintenance yard.

The project also includes State administrative costs estimated at $1,000. Preagreement costs incurred from July 1, 1977 to date of project approval in amount not to exceed $500 shall be allowable under this agreement.

The project boundary encompassing the area that will be administered within the terms of Section 6(f) of the L&WCF Act is shown on the attached site map(s).

The park boundary is the project boundary.

Project Stage Covered by this Agreement

Not Applicable

Project Cost	
Total Cost	$ 534,000
Fund Support	50 %
Fund Amount	$ 267,000
Cost of this Stage	$ 534,000
Assistance this Stage	$ 267,000

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December, 1965)
2. Project Proposal
3. _____
4. _____

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

Land for this development was purchased between 1931 and 1948. Secondary purchases and exchanges have occured up until 1971.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By Richard L Wintus
(Signature)

Acting Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date SEP 27 1977

STATE

Oregon
(State)

By Gary A Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

INT. 2570-77

(#1) 8817

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 16, 1977

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council of Governments
Room 305 Civic Center
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT Notice of Intent for EDA Funds
State Admin. Dist. No. 3
Section: Silver Falls Youth Camp
Highway: -
County: Marion

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 15, 1977.
If additional information is desired, please contact Larry Jacobson phone 378-5015.

BLG:dmc
Attachments

cc: H. S. Coulter ✓
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter

Region Engineer: J. Sheldrake
District Engineer: R. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Please use Reference Code PKS-9 for return correspondence.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	PKS-9	Page One

02	12] APPLICANT: Oregon Dept. of Transportation	46] DIVISION: Parks and Recreation		
03	12] APPLICANT ADDRESS STREET: 525 Trade St. SE	46] CITY: Salem	60]	76] ZIP: 97310
04	12] CONTACT PERSON: Larry Jacobson	46] AREA CODE: 503	49] PHONE: 378-5015	56] EXTENSION:
01	12] PROJECT TITLE: Silver Falls Youth Camp			
11	12] PROJECT LOCATION—CITY: Mehama	PROJECT LOCATION—COUNTY: Marion	PROJECT LOCATION SEC: 14 T: 8 S R: 1 E	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project is to construct a new dormitory to sleep 50 people, and to remodel an existing kitchen and dining structure, infirmary building, and administration building at the Smith Creek youth camp area in Silver Falls State Park.

07 12]

08 12]

09 12]

10 12] This is a State Parks Project.

12

12] (A) Grant	20] (B) Other	28] (C) State	36] (D) Local	44] (E) FUNDS	52] (F) FUNDS
AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
$360,000					$360,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

14 12] FEDERAL PROGRAM TITLE: Local Public Works Capital Dev. & Invest. Program

15 12] FEDERAL AGENCY NAME: U.S. Dept of Commerce | 46] FEDERAL SUB-AGENCY NAME: Economic Dev. Administration

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: June 16, 1977	Yes [X] 31 No [ ] 32	Yes [X] 33 No [ ] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH	43] DAY	45] YEAR
	July	16	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☒

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☒

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P. L. 94-369 Sec. 107

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

GENERAL HIGHWAY M

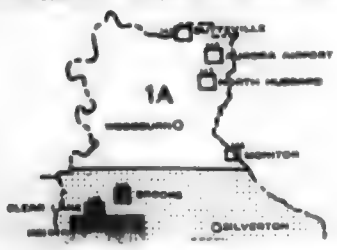
MARION COU

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISI

ARRANGEMENT OF SHEETS FOR MARION COUNTY



.1978 Columbia Blvd. Int. 8818
.(UPRR U'Xings) Sec. of
.EPF. (Gr. & Structures)

RR-955 11-16-78
C+Q 6965 12-27-78

STATE COPY

8818

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 9-66		County: Multnomah
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: I-205-7(60)313
MODIFICATION NUMBER: 1	September 10, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,877,287	$ 1,823,072
Federal funds	$ 1,731,234	$ 1,681,234
Other revisions		

This modification is made for the following reasons: to reflect a decrease in construction engineering costs and to release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of September , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 1, 1982

Federal-Aid Project
No. I-205-7(60)313

Columbia Blvd. Interchange (UPRR U'Xings)
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X631
Structure Br. #9682 (Sta. "LS" 183+86.85)

Subtotal on previous estimate of October 4, 1978	$ 1,414,292.00
Engineering	130,108.00
Total	$ 1,544,400.00

Type Code X620
Structure Br. #9682A (Sta. "LS" 183+86.85)

Subtotal on previous estimate of October 4, 1978	$ 254,408.00
Engineering	24,264.00
Total	$ 1,823,072.00

Length of Project ----------	0.0 mile
Federal Funds (92.22%)------	$ 1,681,234.00
State Funds ----------	141,838.00
Total	$ 1,823,072.00

Group 1	100%
Contract No.	8818
Prefix:	626-1019
Appn Code	045

8-18

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 10-94	FEDERAL-AID PROJECT AGREEMENT 10-13-78	County Multnomah
		Project No. I-205-7(60)313

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Jct. US 30 Bypass

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-30-78	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,877,287.00	$ 1,731,234.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 18 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal Aid Project
No. I-205-7(60)313

Columbia Blvd. Intchge. (UPRR Uxings)
East Portland Freeway
Multnomah County

Project Agreement Estimate.

Type Code X631
Structure Br. #9682 (Sta. "Ls" 183+86.85)

Mobilization	All Required (87%)			$ 130,500.00
General Excavation	2,500 Cu.Yd.	$	2.50	6,250.00
Watering	172 M-Gal.		6.00	1,032.00
8-inch Culvert Pipe	120 Lin.Ft.		6.00	720.00
8-inch Drain Pipe	963 Lin.Ft.		5.00	4,815.00
Bridge Removal Work	All Required			10,000.00
Shoring, Cribbing, Etc.	All Required			20,000.00
Structure Excavation	6,300 Cu.Yd.		4.00	25,200.00
Structure Excavation Below Elevations Shown	300 Cu.Yd.		10.00	3,000.00
Special Wall Backfill	2,300 Cu.Yd.		6.00	13,800.00
Structural Concrete, Class 3300 (2,640 cu.yds.)	All Required			275,000.00
Reinforcement (410,000 lbs.)	All Required			135,000.00
Structural Steel (988,700 lbs.)	All Required			722,725.00
Waterproofing Railroad O'xing	1,560 Sq.Yd.		30.00	46,800.00
4-inch PVC Pipe	200 Lin.Ft.		5.00	1,000.00
1-inch Electrical Conduit	150 Lin.Ft.		12.00	1,800.00
				$1,397,642.00

Anticipated Items

Railroad Protective Cost	All Required (87%)	$ 30,450.00
On the Job Trainees (4 at $800)	All Required	3,200.00
Salvage Structural Steel (170,000 lbs. at $0.10)	All Required	(17,000.00)
		$ 16,650.00
	Subtotal	$1,414,292.00
	Engineering	176,786.00
	Total	$1,591,078.00

Type Code X620
Structure Br. #9682A (Sta. "Ls" 183+86.85)

Mobilization	All Required (13%)			$ 19,500.00
General Excavation	6,440 Cu.Yd.	$	2.50	16,100.00
Trench Excavation	400 Cu.Yd.		6.00	2,400.00

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal Aid Project
No. I-205-7(60)313

Watering	48 M-Gal.	6.00	288.00
84-inch Sewer Pipe	108 Lin.Ft.	175.00	18,900.00
8-inch Culvert Pipe	115 Lin.Ft.	6.00	690.00
8-inch Sewer Pipe	272 Lin.Ft.	5.00	1,360.00
Shoring, Cribbing, Etc.	All Required		15,000.00
Structure Excavation	770 Cu.Yd.	6.00	4,620.00
Structure Excavation Below Elevations Shown	70 Cu.Yd.	8.00	560.00
Structural Concrete, Class 3300 (355 cu.yds.)	All Required		55,000.00
Structural Concrete, Class 4000 (485 cu.yds.)	All Required		55,000.00
Reinforcement (134,400 lbs.)	All Required		45,000.00
Waterproofing Railroad U'xing	498 Sq.Yd.	30.00	14,940.00
			$ 249,358.00

Anticipated Items

Railroad Protective Cost	All Required (13%)	$ 4,550.00
Temporary Erosion Control	All Required	500.00
		$ 5,050.00
	Subtotal	$ 254,408.00
	Engineering	31,801.00
	Total	$ 286,209.00
	Grand Total	$1,877,287.00

Length of Project 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Seeding and Mulching	All Required	$ 500.00

Federal Funds (92.22%)	$1,731,234.00
State Funds	146,053.00
Total	$1,877,287.00

Group 1 100%

Contract No. 8818

Prefix No. 626-1019

8818

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4 7.81

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4-7-81	T. P. Lowe, Area Engineer	I-205-7(60)313

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7-3-80	2-6-81	141 %	450

APPROVED EXTENSIONS	LOCATION
183 days	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA BLVD. INTCHG. (UP RR UNDERCROSSING)
EAST PORTLAND FREEWAY
Structure

Time extensions were granted for 183 days. No liquidated damages were charged.

The project provided for a 408 steel girder bridge and a 100-foot concrete bridge.

RECEIVED
STATE HWY ENGR
APR 13 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-13-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE — T. P. Lowe		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer — G. K. Hossner	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8818

February 9, 1981

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
100 S.W. Market Street
Portland, OR 97201

CON 5
#8818

Gentlemen:

Contract No. 8818 awarded to Wenzel Phelps Construction Co., for work on the Columbia Boulevard Interchange (UPRR Undercrossings) Section of the East Portland Freeway in Multnomah County was completed on November 10, 1980, and accepted by the State Highway Division on February 6, 1981.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 17, 1981.

You have previously been notified of claims filed against the performance bond on this contract.

Sincerely,

Robert W. Gerzsen
COMMISSION SERVICES

Attn

cc: Wenzel Phelps Construction Co.
P. O. Box 0
Greeley, Colorado 80631
Attn: Robert A. Boyle

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Nacak
E. L. Hardt

#8818

files

HENSEL PHELPS CONSTRUCTION COMPANY

January 6, 1981

Oregon State Highway Division
9250 N.E. Skidmore Street
Portland, Oregon 97220

Attention: Mr. Jerry Street

Subject: Columbia Blvd. Interchange
Contract No. 8818
Serial Letter No. 99

Gentlemen:

Receipt of Semi-Final Estimate No. 23 for subject project is acknowledged. It is our understanding from a telephone conversation this date with Mr. Bob Church, Contract Payments in Salem, that payment of retainage in the amount of $40,000.00 may take up to a month to process due to final checking of quantities and material test reports.

Our Vancouver, Washington, office will permanently cease operations effective January 16, 1981. Any payments or correspondence addressed to our firm after that date should be directed to:

Mr. Robert A. Ruyle
Hensel Phelps Construction Co.
P.O. Box 0
Greeley, Colorado 80631
(303) 352-6565

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

C W Holman

C. W. Holman
Project Manager

1-16-81 noted on contract card fp

nc

cc: Jim Beer, Bob Ruyle
Robert Gormsen, Manager of Commission Services
Contract Accounting
cc Bob Church
57848.1

RECEIVED
JAN 7 19[illegible]
COMMISSION
DEPARTMENT OF TRANSPORTATION

P.O. Box 1978, Vancouver, WA 98668
GREELEY, COLORADO 80632
POST OFFICE BOX 0 · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-6565

I-205
24

Charles Lobaugh
Resident Engineer

January 2, 1981

Norman E. Mann
Design Engineer Supervisor
Columbia Boulevard Interchange
(UPRR Undercrossings)
East Portland Freeway
Multnomah County
Contract No. 8818

We have reviewed your construction narrativereport on the above subject project and have no comments.

NEM:ab
cc: E. L. Hardt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 9, 1980

In Reply Refer to
File No.: CON 5 #8818

NOTED
H.S. COULTER

Hensel Phelps Construction Company
Post Office Box 1978
Vancouver, WA 98665

Re: Time Extension Request
Columbia Blvd. Int. (UPRR U'xing)
FAP No. I-205-7(60)313
Contract No. 8818

Gentlemen:

In accord with the terms of Price Agreement No. 7 on this project, a contract time extension of 112 calendar days is granted. This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt
Jerry Street
FHWA

RECEIVED
STATE HWY ENGR
DEC 10 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

Form 81-734-1169 (Rev. 8-72)

RECEIVED
NOV 7 1980
HENSEL PHELPS CONST. CO.
VANCOUVER, WA

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

...ment if any Federal funds are

BY S. K. Hassner
Field Operations
TITLE ~~Engineer~~
DATE 12-5-80
FEDERAL HIGHWAY ADMIN.

Project Name Columbia Blvd Int(UPRR U'xings) Date October 31, 1980

Highway East Portland Freeway Contract No. 8818

County Multnomah Prefix 626 - 1019

Contractor Hensel Phelps Construction Co. F. A. Project No. I-205-7(60)313

Address P. O. Box 1978 Vancouver, Washington 98665 Price Agreement No. 7

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: To settle all Contractor Claims for additional compensation arising under this contract.

Locations by station numbers:

Throughout the project.

Names of pay items, estimated quantities and agreed prices:

N/A

Specifications, basis of measurement and other provisions:

It is hereby agreed that the State will grant a Contract Time Extension of 112 Calendar Days and the Contractor will make no claim for additional compensation under this contract. It is further agreed that the Contractor shall indemnify and save harmless the State, its Officers and Employees from all suits, actions or claims of any character arising under this contract. This agreement constitutes mutual accord and satisfaction of the parties concerning claims for additional compensation arising under this contract.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 1916100.00
Present estimate of project cost, including $ 0.00 for work under this order	$ 1794162.92
Expected under-run / over-run (amount)	$ 121937.08
Expected under-run / over-run (per cent)	6.4

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Jerry C. Street, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: O. B. Jackman for
Construction Engineer or Bridge Engineer
11-24-80

Signed Hensel Phelps Constr. Co.
Contractor
C W Holyman, Proj. Mgr.

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
11-24-80

SP**78603-124

Kosta 81-734-2030
K. Berry
Jeckmond
Hopkins
Williams
Johnsen
Glenn

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NOV 17 1980
CONSTRUCTION
BRANCH

Richardson
Berg
Inloes
Widmer
Gebauer
Church

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
9250 N.E. Skidmore St.
Portland, Oregon 97220
November 12, 1980

FILE:

FROM: Jerry C. Street
Resident Engineer

Jerry C. Street

SUBJECT: Columbia Blvd.Int(UPRR U'xings)
East Portland Frwy
Contract No. 8818
Price Agreement No. 7

TO: M.A. Craft
Region I Construction Engineer

Attached for your approval find 2 copies of Price Agreement No. 7 and one copy of Check List.

Price Agreement No. 7 documents the contractors willingness to resolve all claims and possible 3rd party claims against the State for being granted a contract time Extension of 112 Calender Days. This would excise all liquidated damages against the contractor because of overrun of time. A time extension claim will shortly follow this transmittal.

Your approval of the Agreement is recommended.

JCS/rs

Attachments

Particip ng

REGION I
RBI

11-24-80
Discussed with Cliff Christenson, FHWA. He indicated agreement as a reasonable claim settlement.

Ole Jakobsen

XC: C.T. KEASEY W/ATTACH.
APPROVAL RECOMMENDED
Marion Craft

8818

FORM 734-3501

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	COLUMBIA BLVD INTCHG (UPRR U'xing)
WEEK ENDING	November 22, 1980
SECTION PREFIX	626 - 1019
HIGHWAY	EAST PORTLAND FREEWAY
COUNTY	MULTNOMAH
NAME OF JOB	Columbia Blvd Intchg UPRR U'xing
KIND OF WORK	GRADING AND STRUCTURES
CONTRACTOR	Hensel Phelps Construction Co.
CONTRACT NUMBER	8818
FEDERAL AID PROJECT NUMBER	I-205-7(60)313
DATE OF CONTRACT	SEPTEMBER 28, 1978
DATE WORK STARTED	NOVEMBER 1, 1978
ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	
SPECIFIED WORK DAYS	
WORK DAYS USED	
SPECIFIED CALENDAR DAYS	450
CALENDAR DAYS USED	633
SPECIFIED COMPLETION DATE	
PERCENT OF TIME ELAPSED	141 %
PROJECT AUTHORIZATION:	$1,916,100.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST	100 %
EXCLUSIVE OF ENGINEERING:	$1,779,884.00
ENGINEERING AUTHORIZATION	$136,256.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING:	$1,672,428.50
ENGINEERING COST TO DATE	$141,700.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION	95 %
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN	6.04 %
PERCENT OF AUTHORIZATION	104 %
DATE PROJECT WAS COMPLETED:	JULY 3, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE 9682 BRIDGE NO.	Sub-Struct	Steel Struct	Conc. Struct	Water Proofing		BRIDGE 9682A Sub-Struct	Super-struct	Water Proofing
PERCENT	100	100	100	100		100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Rain	0		
TUESDAY	Partly Cloudy	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Cloudy	0		
FRIDAY	Rain	0		
SATURDAY	Rain	0		

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NOV 24 1980
CONSTRUCTION BRANCH

Kuesey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Nov 16 SUNDAY	NO ACTIVITY.
Nov 17 MONDAY	NO ACTIVITY.
Nov 18 TUESDAY	NO ACTIVITY.
Nov 19 WEDNESDAY	NO ACTIVITY.
Nov 20 THURSDAY	NO ACTIVITY.
Nov 21 FRIDAY	NO ACTIVITY.
Nov 22 SATURDAY	NO ACTIVITY.

REMARKS

SUMMARY: All Work completed by contractor.

ANTICIPATED: This will be the last Weekly Report. Semi-Final Estimate will be submitted next week.

SIGNED Jerry C. Street LOCATION PORTLAND, OREGON

JERRY C. STREET RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8818 C

I-205
24

COLUMBIA BLVD. INTERCHANGE

UNION PACIFIC RAILROAD U'XINGS

SECTION of I-205 FREEWAY

GRADING AND STRUCTURES

MULTNOMAH COUNTY

REFERRED TO
Beard Stoudenmayer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Prepare ltr & acknowledgement done 12/29/80 KSM

Versteeg
Anderson
Christensen
Olson
Sullivan
Wolterlig
DOC RECEIVED
COPY DEC 19 1980
ROAD DESIGN SECTION
Do Not File
Return To
Bring it
Action

Contract No. 8818
NARRATIVE REPORT

Prefix No. 626-1019
October, 1980

This project consisted of the construction of 2 Railroad crossings of the I-205 freeway near Columbia Blvd. At this location, the Union Pacific Railroad's main East-West route south of the Columbia River called the Kenton Line crosses the alignment of the new Freeway and of the new Columbia Blvd. Northbound On-Ramp. In addition, the new Freeway drainage(a portion of a 84" diameter concrete sewer pipe) crosses the Railroad to the East of the new Columbia Blvd. Northbound On-Ramp Structure. About 100 feet of the Sewer was constructed under the railroad tracks. Also, some minor grading of the main Freeway and On-Ramp roadbeds was done under the railroad structures. The railroad had been relocated to the South of true alignment on a 1000 foot long shoofly route prior to our construction. A temporary Freeway Access Structure had been constructed on this Shoofly Line. After trains were shifted back onto old alignment over new structures, our Contractor removed and delivered this temporary structure to our State Maintenance.

The larger of the 2 railroad structures over I-205 Freeway proper was a 4 span, 355 foot long Welded Steel Deck Girder Bridge. The 5 concrete support piers were founded on spread footings excavated into sandy gravels and small cobbles. The Superstructure consisted of 4 longitudinal 6'-6" deep steel plate girders supporting a 1' thick reinforced concrete deck slab. This structure was approximately 35' wide inside of 5' deep concrete handrailings. It contained 2' depth of rock ballast which supported 2 individual railroads tracks.

The smaller railroad structure over the Columbia Blvd. Northbound On-Ramp to the Freeway was called the "CN" structure. It was a 3 span, 100' long Reinforced Deck Slab Bridge. The 4 concrete support piers were spread footings founded on sandy gravels and cobbles. The supersturcture consisted of a 3'-3" thick reinforced concrete deck slab. This supported 2' of rock ballast for 2 railroads tracks. The structure was approximately 40' wide between 5' high concrete handrails.

The 84" concrete sewer line was constructed as a 100' long segment where it crossed the railroad tracks. It was approximately 14' deep at this location. The sewer segment will be connected to the main sewer line under future contracts.

The Contract was awarded to the Hensel Phelps Construction Co. of Greeley, Colorado on September 28, 1978. The 450 Calender Day Count commenced on October 10, 1978. The Grading & Excavating Sub-Contractor excavated footings during the Fall of 1978 and the Winter of 1979. Hensel Phelps placed concrete in footings during the Winter of 1979. Concrete was placed in Abutments and Columns during the Spring of 1979. The substructure for the mainline structure was complete by July 1, 1979. The entire "CN" structure was poured out during the Summer of 1979. Work ceased on the mainline superstructure from July to October of 1979 due to the late arrival of the structural steel. Hensel Phelps began erection of structural steel beams in December, 1979. The bottom deck forms were placed and the concrete deck poured during December of 1979 and January, 1980. The handrail was completed by February 8, 1980. The waterproofing of both structure decks commenced on February 12, 1980. Because of inclement weather, this work was not completed until March 21, 1980. The Union Pacific Railroad, which was to install ballasts and tracks across the new structures, did not begin their work until April 28, 1980. They worked on a hit or miss basis, not completing their work until June 10, 1980 when trains were transferred from the Shoofly track to the permanent alignment. Railroad forces then removed the Shoofly track so that the Contractor could remove the Temporary Shoofly Structure. All Contract work was completed by July 3, 1980. This was the 633rd Calender Day of the Project. This was a 183 day overrun of the allowable 450 Calender Day limit. Since that time the Contractor has acquired approval for a 71 day Time Extension. This matter will be discussed later in the report.

Some of the major Material Suppliers and Subcontractors used on the Project were as follows:

1. Ready Mix Concrete was supplied by Willamette Higrade Concrete.
2. Reinforcement was supplied by Far West Steel and placed by R. V. Steel Erectors.
3. Grading and Excavation work was performed by Dirt & Aggregate Interchange.
4. Structural Steel was supplied by Western Steel of Ogden, Utah (A subsidiary of Joy Industries)
5. Olsen Electric performed electrical work.
6. A-1 Sandblasting performed sandblasting of structural steel.
7. All States Construction of Seattle, Washington performed the waterproofing work.

I will divide the remaining portion of this narrative into the following areas of discussion:

A. Unsuitable Backfill Controversy

During the Fall of 1978, the Contractor had Subcontractor Dirt & Aggregate Interchange haul gravel materials from excavation at 102nd Avenue Structure to site of subject Project. He indicated that this material would be used for Special Wall Backfill on this

Project. I was apprehensive about the concept of transferring materials from one Contract to another, but approval was received from Region Office. However, the material which visually appeared to be suitable in place of excavation looked questionable by the time it became stockpiled at the site. This material was sampled and found to be unsuitable for Special Wall Backfill. It was found to have a very low permeability with moderate cohesiveness. When the Contractor was informed of this fact, he had Northwest Testing Co. in Portland sample the material. When the material was found suitable by Northwest Testing, the Contractor continued hauling more material from 102nd Avenue excavation. We finally got together with Northwest Testing Lab and resampled the material together. Again, we found the material to be unsuitable while Northwest Testing Labs found it to be suitable. I am at a loss to explain why. The gradation of both samples tested seemed to correlate well with each other and with previous samples. We failed the material for low permeability as per Test Method 118-73. Supposedly Northwest Testing Labs used the same test method, but arrived at different answers. I informed the Contractor that the material was unsuitable and was rejected for Special Wall Backfill. After a change of top personnel in the Hensel Phelps organization (for other reasons), the argument that the material was suitable for use was abandoned and efforts were made to have material incorporated in the Project at different locations under different criteria. The material was finally accepted for railroad subballasts. The Contractor threatened to make a claim over this situation, but to date has not. I suggest our specifications for accepting Special Wall Backfill Material be revised to state the exact criteria that the material will be accepted under, as per Test Method 118-73 and state the other limits of acceptability clearly.

B. Inspection of Structural Steel Girders

The Contractor hired Western Steel of Ogden, Utah to fabricate the Structural Steel Girders. We in turn hired the State of Utah Highway Department to inspect the fabrication of the beams on a cost-plus basis. The State of Utah submitted to us an estimate of costs which closely equalled the penalty noted in the Special Provisions to be paid by our Contractor for fabricating structural steel out of the State of Oregon. The raw materials were delivered early in 1979 and fabrication commenced during the Spring. The first load of steel girders arrived by rail at Widing's Yard in Portland in the latter part of August. Though these beams had been tagged by Utah's Inspector as acceptable, it was apparent tnat they did not conform to our level of acceptance. Some of the items noted as not acceptable follow:

1. The angles used to attach crossbrace gussett plates to girder webs were distorted due to being bolted together with iron shavings and other debris between the angles and web.
2. Numerous washer faced A-325 nuts, type 3, were installed backwards, some galvanized washers were used and some bolts were too

short to receive full nut.
3. Excessive weld undercut and oversize was apparent in many locations.
4. A deficiency of weld size was measured at several locations.
5. Some flange butt weld splices were overground as much as ⅛-inch. Also, the transition between different thickness flange plates was found to be out of standard specifications.
6. Many sheared edges were found not to be ground to 1/16th-inch radius.
7. Several flange splice plates were cut off so that the near row of bolts did not have the required edge distance.
8. Some web butt splices were not completely filled up with weld material.
9. Many welds did not completely run out their full design length.
10. On a number of vertical stiffeners, the fillet welds extended beyond end of stiffener plate into cope hole so as to create a reentrant notch about ¼-inch long and 1/8-inch deep.
11. Many vertical bearing stiffener did not bear upon flanges.
12. Many stiffener plates were installed at angles other than 90^{o} to the webs. Some webs deviated from 90^{o} from flanges.
13. The bearing assemblies bearing surfaces were not machined to 125 surface roughness.
14. Some steel material laminations were visible along sides of thick flange plates.

Some of the girders which had not yet been shipped were re-inspected by Utah and repaired. Considerable time was spent checking girders when they arrived at Widing's Yard and documenting defects on shop drawings. These drawings were copied and sent to Western Steel and to Salem Design for their review. Several meetings took place between Contractor, Steel Supplier, Oregon Design and Materials Departments. Finally a repair procedure was submitted by Steel Supplier and approved by the State of Oregon, which allowed the girders to be repaired at Widing's Yard. This repair work was done at a cost of nearly $35,000.00 by Fought Steel, a local steel supplier. Hensel Phelps spent another $10,000.00 correcting errors to cross-brace members and bearing assemblies during erection period. This work delayed the Project about 3 months. Since I had no contact with the State of Utah Inspection Department personnel, it is not possible for me to comment upon what went wrong, However, apparently our Material Department made one trip to Utah prior to fabrication to discuss inspection and did not follow up with any other visits during actual fabrication. Whether Utah used an inexperienced inspector for less time than should have been spent checking this work would be conjecture on my part. I feel in the future that we must spend additional funds visiting these types of situations to ascertain whether we are getting the proper kind of inspection. We must realize that some steel fabricators require greater inspection than others and must co-ordinate our inspection to fit the appropriate situation.

C. Contractor Time Extension Claim

As noted in an earlier paragraph of the report, the Contractor used 633 days, or 183 days more than the allowable 450 day Calender Day Time Limit. Several time extension claims were submitted during the life of this Project. The Contractor was granted 17 additional days for inclement, unseasonal weather in January of 1979, which caused the ground to freeze for a long period of time. This freeze prevented the Contractor from placing footing concrete on ground. Again in January, 1980, the Contractor was granted 6 additional days for inclement, unseasonable weather which prevented him from installing waterproofing on concrete decks. The Contractor made a claim for delays caused by Railroad work. I analyzed this claim and recommended that the Contractor be granted 48 days, which was approved. The Contractor notified the Railroad in the latter part of March that they could commence their work of constructing ballasts and tracks over new structures. The Railroad failed to make substantial effort toward performing this work until the middle of May.

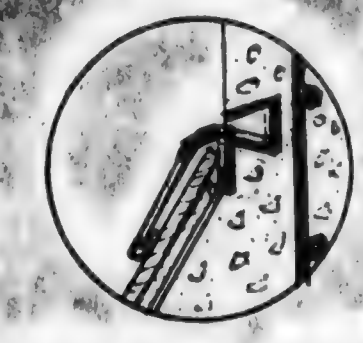
D. Waterproofing of Concrete Decks

This Contract required the Contractor to waterproof the top of concrete decks for both structures. The waterproofing material was covered by two layers of protective board. This prevented the rock ballast from punching holes in waterproofing materials. In order to achieve a smooth surface on top of the concrete, the Contractor chose to use several gas powered mechanical trowels on the deck surface. After the concrete was placed and allowed to set up to the point where it could support a man's weight, the mechanical troweling commenced. The Contractor used two "Whirlies". This did indeed produce a smooth uniform surface, and I would recommend its application on a future waterproofing type project. The waterproofing system consisted of glueing a 1/16th inch thick butyl rubber sheet to the concrete. It in turn was protected from rock ballasts by two layers of ½ inch thick asphaltic protective cover panels. The waterproofing work was subbed out to All State Construction of Seattle, Washington. All State supplied 10x50 foot Carisle Sure-Seal rubber sheets. They used about a dozen men and attempted to lay the entire sheets in order to avoid additional splicing. The glue or adhesive used to attach rubber sheet to concrete substrate was Carlisle Sure-Seal 90-8-30A. The solution was applied to both matching surfaces at the rate of 100 square feet per gallon. After application of several sheets, it was observed that many air bubbles began appearing under the sheets. It was thought that the following items contributed to this problem:

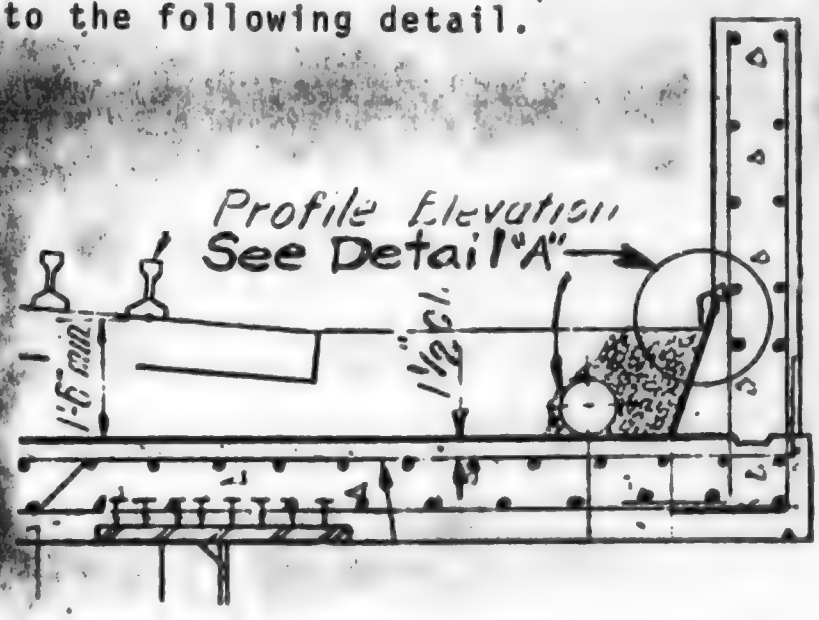
1. The cold damp weather during the winter time period.
2. The attempt to glue too large of sheets at one time.
3. Not allowing glue to dry sufficiently prior to placing the surfaces together.

This problem was solved by performing the remaining work under a tent and using smaller rubber sheets while paying more attention to glue drying time. However, the air bubbles were not completely eliminated. The larger air bubbles which I felt would allow rubber sheets to be punctured in the future under work loads, were cut open with a sharp knife. The excess rubber material was cut off and holes

patched by approved patching techniques. The approved splicing technique for both patches and lap seams consisted of glueing a 4-inch wide piece of gum tape to the top edge of the piece to be spliced with 8800 Butyl Splicing Cement. The top piece is then covered with Carlisle Sure-Seal W-100 Lap Sealent. After rubber was glued to concrete deck the protective boards were installed on top of rubber. This operation consisted of spreading Mastic Tex-Mastic 860 substance on top of rubber with squeegee floats. The first layer of ½-inch thick, 4x8 foot Petroleum Protective Board sheets was laid in substance in a staggered brick pattern. The top of this first layer was covered by another coat of Tex-Mastic and a second layer of Protective Board Sheets were installed in overlapping arrangement. This system appeared to work well except where protective board had to be installed in vertical postion such as up the sides of parapet walls where intersected by deck. This area is exposed to the sun, which caused Tex-Mastic substance to slump and layers of proctective board to separate. On future projects, some thought should be given to installing a metal riglet in concrete parapet which would cover top corner of waterproofing system. Refer to the following detail.



Detail "A"



Detail "A"

Install Reglet and Counterflashing Throughout Parapet Rail Section, Both Sides Structure

Note: Reglet Shall Be Superior Cushion-Lock Reglet - Type A (P.V.C.), Type II filled with butyl rubber sealer as furnished by Madden Construction Supply or Burke Reglet made of 22 gauge galvanized steel and pre-sealed with Counterflashing shall be 16-gauge Galvanized Steel with 6 inch min. Lap over over Waterproofing, bent to hold upper edge of waterproofing.

E. Compression Joint Seals

This Contract called for full lenght transverse rubber compression joint seals at each end of main Railroad Structure. These type F seals were installed between concrete deck and top of concrete abutment. This made for many 90° bends in the material. Also, vertical pieces of rubber seals were to be factory spliced to transverse seals at center point between girder segments and at ends of seal. This would have been impossible to accomplish, because as the seal is installed it compresses and changes in length As it is bent around 90° corners the length changed. The location of factory vertical splices would not have occurred where needed. The Contractor asked for, and recieved a waiver of this specification and field splices were made at these locations. In the future, I would like to see the design end of Railroad structures made so that end abutment is poured full height and deck stopped at the edge of the abutment so that joint can be installed as per conventional structures.

F. Center Longitudinal Joint

The main Railroad Structure was designed as two independent longitudinal superstructure sections which rested on common abutments. These sections were separated by a 2½-inch wide open joint. This longitudinal joint separated the deck and outside parapet walls. The open joint was covered by 17-inch wide elastomeric rubber sheet laid over the top of parapet walls. Steel plates 3/8th-inch thick were bolted to top of concrete parapet walls to hold rubber sheet in position and to seal sheet to concrete. See Drawing No. 33413. Special care should be taken to insure that the concrete surface of the top of parapet walls is smooth and even. Otherwise difficulty will be encountered bolting steel plate solidly to concrete. Also, some type of protective plate should be designed to protect rubber exposed at open joint from future rock ballast. Maybe a flexible sheet metal plate could be attached to one side and extended over joint. This would protect rubber and allow for differential movement of the two superstructures under loading.

G. Fluted Concrete Column and Abutments

This Contract called for architectural fluting of substructure columns and end abutment walls. This was accomplished by scoring the concrete with vertical notches 1½-inches deep by 2½-inches wide on 6-inch centers. The Contractor chose to accomplish this by using a fabricated sheet metal template which could be attached to inside of plywood forms. When stripped out with forms, this template would produce a scored wall. About 75 feet of metal template was fabricated and re-used at each Bent. In addition to the specifications required, the Contractor was to grind, sack and paint fluted surfaces. This architectural treatment was very expensive to construct and to surface finish. I feel that this money could have been better spent in other areas of construction. The treatment of

using vertical 2 by 2 inch scoring at 4-foot centers on vertical concrete surfaces looks more pleasing to my eye, costs considerable less to construct and will present less maintenance problems in the future.

H. Railroad Work

Again, the Railroad delayed another project by failing to mobilize when requested and proceeding at half speed when at work. On this Contract they were required to install ballasts and track over mainline grade over new structures and remove exisiting shoofly line. The timing for this work has been previously discussed in Section C. I was very disappointed in the Railroad's performance at the site. Different crews showed up at different times to stand around waiting for another crew to finish a particular item of work. They also stood around waiting for certain pieces of equipment to show up so that certain tasks could be performed. The Railroad inspector who works for another department appeared to have no control over or cooperation from various work crews. The Inspector cited many Labor Union work rules which created work delays and added more costs to the Project. Apparently we can effect very little change in the Railroad work habits. Therefore, on future contracts we should negotiate with the Railroad to have private Contractors do as much Railroad work as possible thereby holding down this unneccessary expense and delays to the Project.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Columbia Blvd. Int. (UPRR U'x-ing)

Contract No.: 8818 Prefix No.: 626-1019

Highway: East Portland Freeway County: Multnomah

F.A. No.: I-205-7(60)313

Item No.	Item	Unit	Orignial	Semi-final	%(+or-)
	SUMMARY				
	Bid Items	$	1,647,000.00	1,641,878.38	0%
	Anticipated Items	$	56,200.00	19,389.94	-65%
	Contingencies	$	76,644.00	-2563.22	-103%
	Engineering	$	136,256.00	151,000.00	+11%
	Liquidated Damages	$		-16,800.00	
	TOTAL	$	1,916,100.00	1,792,905.10	-6 %

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Engineering costs overran due to the unforseen extended length of contract.

8818

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(60)313
Columbia Blvd. Int., Contract 8818
East Portland Freeway
State Force Order No. 4

Date: September 29, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Reference is made to your September 10, 1980, submittal of this SFO for approval. The insurance coverage at these sewer crossings is considered to be a maintenance cost and is not considered eligible as a project cost. Please re-code as non-participating.

G. K. Hammer
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 1 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8018

rn
cc: OSHD (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☑ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Multnomah	Oregon

IN COMPANY WITH
Marion Craft, Region Construction Engineer, Jerry Street, Resident Engineer, and Maury Payne, District Maintenance Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-12-80	Original signed by C. T. CHRISTIANSON C. T. Christianson, Area Engineer	I-205-7(60)313

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	141%	100%

Col. Blvd. Int. RR Structure

This project was completed on July 3, 1980 at a final cost of $1,797,628, including engineering. Contract time authorized was 521 days including the original 450 days plus 71 days approved extensions. The total time taken for completion was 633 days representing 112 days liquidated damages. A dispute is pending over the cost of out of State fabrication inspection in the approximate amount of $9,000.00. Contract documents indicate that this cost is to be born by the contractor. The project has been inspected and found acceptable to the railroad and the appearance and quality of the structure are satisfactory. It is expected that the contractor will file an additional claim for an extension of contract time.

Railroad track work has been completed and the structure is in use. This contract included the crossing structure of the main line as well as a minor structure over the ramp and bikeway.

RECEIVED
STATE HWY ENGR
AUG 28 '80
REFER TO
Bissey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

5423 #8818

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 25 1980
NORMA PAULUS
SECRETARY OF STATE

April 24, 1980

IN REPLY REFER TO
FILE NO.: CON 5
#8818

Green, Gilmore, Bothpletz & Hyden
Attorneys and Counselors
1800 North Market
Dallas, Texas 75202

Attention: Jerry Gilmore

FILED
APR 25 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges receipt of your letter of April 15, 1980, accompanied by a Notice of Claim, on behalf of your client, J & P Petroleum Products, Inc. of Dallas, Texas. The claim is for materials furnished in the amount of $27,439.39.

The claim is in connection with our Contract No. 8818 with Hensel Phelps Construction Company. The surety is The Aetna Casualty & Surety Company, 151 Farmington Ave., Hartford, CT. 06156.

Both the surety and the contractor are being notified by copy of this letter. We are also filing the Notice of Claim with the Oregon Secretary of State's office.

Please advise this office when the claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
APR 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

The Aetna Casualty & Surety Company
151 Farmington Ave.
Hartford, CT 06156

bc: Jack Sollis

Hon. Norma Paulus
P. S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

GREEN, GILMORE, ROTHPLETZ & HYDEN
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS
1800 NORTH MARKET
DALLAS, TEXAS 75202
214 / 742-3873

JERRY C. GILMORE
JOHN K. ROTHPLETZ
JOE BAILEY HYDEN
FRANK B. RYND
LINDA J. BRAGA

JOHN PLATH GREEN (RETIRED)

April 15, 1980

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen,
Commission Services

Gentlemen:

Enclosed please find a duly executed copy of the Notice of Claim to prime contractor, subcontractor and surety.

This claim is sent to you pursuant to your letter of April 10, 1980 and relates to Job No. 8818, being a claim of J & P Petroleum Products, Inc. of Dallas, Texas, against Hensel Phelps and All States. The job on which this claim is asserted is the Columbia Boulevard Interchange, UPRR Undercrossings, East Portland Freeway, Multnomah County, Oregon. The prime contractor is Hensel Phelps Construction Company and the Contract No. is 8818 and the date of the contract award is September 28, 1978.

I would appreciate it if you would forward this Claim to the Oregon Secretary of State's Office for official filing. I understand you will notify the surety and prime contractor, however, we are also doing so by copy of this letter and duly executed copy of the Claim.

Thank you for your assistance in this matter.

Sincerely,

JERRY GILMORE

JCG/jam
Enclosure
cc Hensel Phelps Construction Company
All States Construction & Supply Co.
Balboa Insurance Company
Jim Palmer

RECEIVED

NOTICE OF CLAIM

TO: Hensel Phelps Construction Company, P. O. Box 1978, Vancouver, Washington 98668.

Notice is hereby given that J & P Petroleum Products, Inc., the undersigned, hereby submits a claim for $27,439.39 for materials furnished pursuant to an agreement with All States Construction & Supply Company and Hensel Phelps Construction Company, for materials furnished to Colombia Boulevard Interchange, UPRR Undercrossings, East Portland Freeway, Multnomah County, Oregon pursuant to Contract No. 8818, and the date of the original contract award being September 28, 1978.

During the months of December, 1979, and February and March, 1980, J & P Petroleum Products, Inc. furnished materials to the above described job and job site, as evidenced by Invoices attached hereto and made a part hereof and incorporated herein for all purposes as though fully set out herein evidencing debits and credits totaling $27,439.39. No payment has been made on this account and all of said account is now due and owing and just and correct of which you are to take due notice.

Notice is also hereby given to All States Construction & Supply Company, Inc., Benaroya Business Park, 429 South Fidalgo Street, P. O. Box 80684, Seattle, Washington 98108 and Balboa Insurance Company, the insurance company providing performance and completion bond on the above described product and notice is also served upon the Oregon State Department of Transportation, Highway Division, Transportation Building, Materials Section, Salem, Oregon 97310.

DATED April 15, 1980.

J & P PETROLEUM PRODUCTS, INC.

By _____

SWORN TO AND SUBSCRIBED BEFORE ME the undersigned authority on this 15TH day of April, 1980.

_____
Notary Public in and for
Dallas County, Texas

My Commission Expires:

3-8-81

hereby submits a claim for $27,439.39 for materials furnished pursuant to an agreement with All States Construction & Supply Company and Hensel Phelps Construction Company, for materials furnished to Colombia Boulevard Interchange, UPRR Undercrossings, East Portland Freeway, Multnomah County, Oregon pursuant to Contract No. 8818, and the date of the original contract award being September 28, 1978.

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DATED April 15, 1980.

J & P PETROLEUM PRODUCTS, INC.

By James F. Palmer

SWORN TO AND SUBSCRIBED BEFORE ME the undersigned authority on this 15TH day of April, 1980.

Jennifer Miller
Notary Public in and for
Dallas County, Texas

My Commission Expires:

3-8-81

INVOICE No C-1113

J. P. PETROLEUM PRODUCTS Inc.

OILS, GREASE — ASPHALT PRODUCTS — EXPANSION JOINTS

P. O. BOX 4206 STATION A DALLAS, TEXAS 75208 (214) 331-5401

1179

Sold To
ALL STATES CONSTRUCTION SUPPLY
BOX 80684
SEATTLE, WA 98108

37

Ship To
HANSEL PHELPS CONSTR
COLUMBIA BRIDGE EXCHG
PORTLAND, OREGON

SO 32475

CUSTOMER'S ORDER NO	DATE SHIPPED	SHIPPED VIA	TERMS
CONTRACT #8818	12/13/80	J & P TRUCK	

NUMBER OF CONTAINER	PRODUCT CODE	DESCRIPTION	QUANTITY	PRICE	AMOUNT	%	COMM.
		CREDIT MEMO--TO INV. 13568 12/21/79					
		PROTECTOBORD RETURNED FOR CREDIT					
400 PCS	602000	10 X 36" X 3/8"	12000	27.250	-3270.00	5	163.
		LESS RE-STOCKING CHARGE25.00%			817.50-		
6 PLTS	602000	PALLETS FOR MATERIAL	6	14.00	-84.00		.00
4 DRMS	603000	55 GL 860 MASTIC-DEFECTIVE (NO RE-STOCK CHARGE ON MASTIC)	220	1.80	-396.00	5	19.8
		PLUS FRT. CREDIT ON MASTIC			-96.00		
		LESS RETURN FREIGHT ON PROTECTOBORD			1526.40-		
		TOTAL CREDIT DUE-----			(1502.10)	6	183.30

INVOICE DATE 12/21/79 No. 3568

J. & P. PETROLEUM PRODUCTS Inc.

OILS, GREASE — ASPHALT PRODUCTS — EXPANSION JOINTS

P. O. BOX 4206 STATION A — DALLAS, TEXAS 75208 — (214) 331-5401

1179 47

Sold To: ALL STATES CONSTRUCTION & SUPPLY
BOX 80684
SEATTLE, WA 98108

Ship To: SAME
%HENSEL PHELPS CONST
COLUMBIA BRIDGE EXCHG
PORTLAND, OREGON

39.90 14.60 SO 32475

CUSTOMER'S ORDER NO.	DATE SHIPPED	SHIPPED VIA	TERMS
CONTRACT #8318	12/13/79	4 LOADS-J & P TRUCK	NET ONLY 1/10/30

NUMBER OF CONTAINERS	PRODUCT CODE	DESCRIPTION	QUANTITY	PRICE	AMOUNT	%	COMM.
		PROTECTOBORD					
1057 PCS	602000	10 X 36" X 1/2"	31710	32.55C	(1) 10321.60	5	516.
22 PLTS	602000	FOR 1/2" MATERIAL	22	14.00	(2) 308.00		.
400 PCS	602000	10 X 36" X 3/8"	12000	27.25C	3270.00	5	163.
6 PLTS	602000	FOR 3/8" MATERIAL	6	14.00	84.00		.
4 DRMS	602000	55 GL EA #860 MASTIC	220	1.80	396.00	5	19.
		FREIGHT CHARGE-- 4 TRUCKS-40,000 LBS. EA @4.80CWT--1920.00 PER TRK--TOTAL FREIGHT--			7680.00		
					22059.60T		699.38

C-111 Rec'd re-stock Rec'd for use Pre/Bond

THANK YOU

INVOICE No. 14217

J. P. PETROLEUM PRODUCTS Inc.

OILS, GREASE — ASPHALT PRODUCTS — EXPANSION JOINTS

P. O. BOX 4206 STATION A — DALLAS, TEXAS 75208 — (214) 331-5401

1179 — 37

Sold To:
ALL STATES CONSTR. SUPPLY
BOX 80684
SEATTLE, WA 98108

Ship To:
SAME
%HENSEL PHELPS CONSTR
COLUMBIA BRIDGE EXCHG
PORTLAND, OREGON

SO 33426

CUSTOMER'S ORDER NO	DATE SHIPPED	SHIPPED VIA	TERMS
	3/7/80	J & P TRUCK	MAT ONLY. 1/10/30

NUMBER OF CONTAINERS	PRODUCT CODE	DESCRIPTION	QUANTITY	PRICE	AMOUNT	%	COMM
		PROTECTOBORD					
260 PCS	602000	10 X 36" X 1/2"	7800	38.310	2988.18	5	149
7 PLTS	602000	FOR MATERIAL	7	14.00	98.00		.
6 DRMS	603000	55 GL 860 MASTIC	330	2.12	699.60	5	34.
		UNLOADING TIME--5½"HOURS 4 HOURS NO CHG. 1½"HOURS @40.00 PER HOUR			60.00		
		[illegible]			[illegible]		
					6053.78T	6	184.38

THANK YOU

INVOICE No. 195

J. P. PETROLEUM PRODUCTS Inc.

OILS, GREASE — ASPHALT PRODUCTS — EXPANSION JOINTS

P. O. BOX 4206 STATION A — DALLAS, TEXAS 75208 — (214) 331-5401

Sold To
• 1179
• All States Construction & Supply
Box 83681
• Seattle, Wa 98108

Ship To
•
• Hanmal Nielse Constr
Columbia Bridge
Portland, Ore
•

CUSTOMER S ORDER NO	DATE SHIPPED	SHIPPED VIA	TERMS
30 32915	2-27-30	P I B	1-10-30

NUMBER OF CONTAINERS	PRODUCT CODE	DESCRIPTION	QUANTITY	PRICE	AMOUNT	%	COMM.
5 Drms	603	55 Gl #860 Protectoboard Adhesive	275	1.91	544.90	5	27
		Freight Per Coay			283.21		
					828.11T	6	27

Thank You

Prince Lath Express
No. 037-019637

8911

April 10, 1980

CON 5
#6818

Green, Gilmore, Rothplets & Hyden
Attorneys and Counselors
1800 North Market
Dallas, Texas 75202

Attention: Jerry Gilmore

Gentlemen:

This letter acknowledges receipt of your letter dated March 26, 1980. The letter was a demand for payment and addressed to Union Pacific Railroad, Box 8979, Portland, OR, 97208.

Your letter appears to be in behalf of your client, J & P Petroleum Products, Inc. of Dallas, Texas. It also appears that this is in connection with our Contract No.8818.

Oregon Law provides that any person may file a claim against the prime contractor.

The claim should be sent to this office (121 Transportation Building, Salem, OR, 97310). State the nature of your claim and the amount. It should include the job name (Columbia Blvd. Interchange, UPRR Undercrossings, East Portland Freeway, Multnomah County, Oregon), the prime contractor's name (Hansel Phelps Construction Co.), the Contract No. 8818, and the date of the contract award (September 28, 1978).

When you file this claim in this office, we will forward it to the Oregon Secretary of State's office for the official filing. The surety and the prime contractor will be notified of that action.

Sincerely,

Robert W. Cornsen
COMMISSION SERVICES

FKN/gnk

bc: Jack Sollis
John Jenkins

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Asst. State Highway Engineer

DATE: April 4, 1980

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Demand for Payment
Columbia Blvd. Interchange
Contract 8818

The enclosed copy of a demand for payment was received by this office on March 28 via Certified Mail.

Please let me know what action, if any, we should take.

JCJ:gs

cc: E. L. Hardt
J. C. Street
J. L. Sollis

xc: Commission Services - This appears to be against the bond for Contract 8818.
W. Richards

Keasey Richards
Jackmond Berg
Hopkins Inloes
Williams Widmer
Johnsen Gebauer
Glen Church

RECEIVED
APR 7 1980
CONSTRUCTION BRANCH

Contains Recycled Materials
81-125-1367

SP*75883-125

GREEN, GILMORE, ROTHPLETZ & HYDEN
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS
1800 NORTH MARKET
DALLAS, TEXAS 75202
214 / 742-3873

JERRY C. GILMORE
JOHN R. ROTHPLETZ
JOE BAILEY HYDEN
FRANK B. RYND
LINDA J. BRAGA

JOHN PLATH GREEN (RETIRED)

March 26, 1980

DEMAND FOR PAYMENT

Union Pacific Railroad Company
Box 8979
Portland, Oregon 97208

Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68179

Re: Materials furnished for Columbia Boulevard at
Union Pacific Railroad Crossing, East Portland Freeway
Portland, Oregon
Contractor: Hensel Phelps Construction Company
Subcontractor: All-States Construction Supply Company, Inc.
Amount of Claim: $27,439.39
Claimant: J & P Petroleum Products, Inc., Dallas, Texas

You have previously been furnished with notices of claim in connection with the furnishing by J & P Petroleum Products, Inc. of Dallas, Texas of material in connection with the above-referenced project. The amount of $27,439.39 is now past due and owing to J & P Petroleum Products, Inc. on said claim and demand is hereby made upon you for payment of said sum.

GREEN, GILMORE, ROTHPLETZ & HYDEN

Original Signed By
JERRY GILMORE

By_____
JERRY GILMORE
1800 North Market
Dallas, Texas 75202
742-3873

ATTORNEYS FOR J & P PETROLEUM PRODUCTS, INC.

JCG/jam
cc Hensel Phelps Construction Company
P. O. Box 1978
Vancouver, Washington 98668

/NOTED\
JOHN C. J. KINS

cc Hensel Phelps Construction Company
P. O. Box 0
Greeley, Colorado 80632

All-States Construction & Supply
Company, Inc.
Benaroya Business Park
429 South Fidalgo Street
P. O. Box 80684
Seattle, Washington 98108

Alert Construction Supply
5705 Airport Way South
Seattle, Washington 98108

Balboa Insurance Company
Attention: Stewart Iverson
General Surety Agency
350 North St. Paul
Suite 1780
Dallas, Texas 75201

Oregon State Department of
Transportation
Highway Division
Transportation Building
Materials Section
Salem, Oregon 97310

5411 #8818

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
FEB 1 1980
NORMA PAULUS
SECRETARY OF

February 13, 1980

IN REPLY REFER TO
FILE NO.:

CON 5
Contract #8818

Mr. John Pavlick, Jr.
General Plant Manager
Joy Industrial Equipment Company
1887 South 700 West
Salt Lake City, Utah 84104

FILED
FEB 14 1980
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Pavlick:

This acknowledges your letter of February 7 with attached Notice of Claim stating that Hensel-Phelps Construction Company owes you $200,000.00 for materials supplied and fabrication and delivery of structural steel.

This appears to be in connection with the State of Oregon Job No. 8818, the Columbia Boulevard Interchange on the East Portland Freeway in Multnomah County.

The Aetna Casualty & Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of this claim and will forward it to the Secretary of State for filing. Please advise when claim is paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

Aetna Casualty & Surety Co.
Bond Department
200 Market Building Suite 1500
200 S.W. Market St.
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

JOY INDUSTRIAL EQUIPMENT COMPANY

WESTERN STEEL
WESTERN PRECIPITATION DIVISION
1887 SOUTH 700 WEST
SALT LAKE CITY, UTAH 84104
Telephone: (801) 972-8600

February 7, 1980

Mr. Robert Gormsen
Transportation Building, Room 121
State of Oregon
Salem, Oregon 97310

Re: State of Oregon Job No. 8818
A/K/A Columbia Boulevard Interchange
UPRR Undercrossings
East Portland Freeway
Multmomah County

Dear Mr. Gormsen:

Pursuant to Oregon Public Contracts and Purchasing (ORS) Section 279.528, this company is presenting herewith a Notice of Claim on the construction bond filed by the principal, Hensel Phelps Construction Company, for the referenced project.

It would be most appreciated if you would send to my attention written verification of your receipt and filing of this Notice. All future correspondence your department may have regarding this Notice may also be sent to my attention.

Thank you in advance for your attention to this matter.

Very truly yours,

John Pavlick, Jr.
General Plant Manager

Enclosure

RECEIVED
FEB 8 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOY INDUSTRIAL EQUIPMENT COMPANY

WESTERN STEEL
WESTERN PRECIPITATION DIVISION
1887 SOUTH 700 WEST
SALT LAKE CITY, UTAH 84104
Telephone: (801) 972-8600

February 7, 1980

NOTICE OF CLAIM

To: Department of Transportation and
Oregon Transportation Commission

Re: State of Oregon Job No. 8818
A/K/A Columbia Boulevard Interchange
UPRR Undercrossings
East Portland Freeway, Multmomah County

Notice is hereby given that the undersigned, Joy Industrial Equipment Company, Western Steel, Western Precipitation Division, located at 1887 South 700 West, Salt Lake City, Utah 84104, has a claim for labor and material supplied, consisting of the fabrication and delivery of all structual steel required for the referenced State of Oregon Job No. 8818, in the sum of two hundred thousand dollars ($200,000.00) against the bond taken from the Hensel Phelps Construction Company, located at Post Office Box 1978, Vancouver, Washington 98665 and its surety, The Aetna Casualty and Surety Company, located at 151 Farmington Avenue, Hartford, Connecticut 06156 for the work Hensel Phelps Construction Company is performing by construction of a street overcrossing pursuant to the State of Oregon Job No. 8818.

JOY INDUSTRIAL EQUIPMENT COMPANY
WESTERN STEEL
WESTERN PRECIPITATION DIVISION

By: _____
John Pavlick, Jr.

Title: General Plant Manager

Date: February 8, 1980

RECEIVED
FEB 8 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

State of Utah
County of Salt Lake

Then personally appeared the above named John Pavlick, Jr. and being duly sworn, on oath states that he has the authority and does hereby make Notice of Claim for and on behalf of the Joy Industrial Equipment Company, Western Steel, Western Precipitation Division.

_____

7818

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 17, 1979

CON 5 #8818

Hensel Phelps Construction Company
Post Office Box 1978
Vancouver, WA 98665

Gentlemen:

Re: Time Extension Request
Columbia Blvd. Int. (UPRR U'xing)
FAP No. I-205-7(60)313
Contract No. 8818

Your requests for additional time due to weather delays on the above project have been carefully reviewed. An exhaustive review has been made of the weather records and of the delays claimed during January and February, 1979. A time extension of 17 calendar days is granted due to the weather related delays. The remaining time claimed covered periods of "reasonably predictable" weather conditions and does not qualify for additional contract time.

If you wish further review of this matter, please contact Resident Engineer Street.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
Jerry Street
FHWA
Robert Church

Noted
H. S. COULTER

RECEIVED
STATE HWY ENGR
DEC 19 79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction DEPT. 378-6318 TELEPHONE

FILE: CON 5 #8818

TO: Memo to File

DATE: December 17, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Columbia Blvd. Int. (UPRR U'xing)
FAP No. I-205-7(60)313
Contract No. 8818

The contractor has requested a 27 calendar day extension of time. Basis of this request was unusually severe, unpredictable weather conditions. The time requested is from January 9 through February 4, 1979 when the contractor was prohibited from pouring structure footings due to frozen ground conditions.

A 10 year study was made of weather temperatures for the months of November through February. Findings of this study showed that one could expect freezing conditions to exist in December, January and the first part of February where a contractor would be expected to take protective measures in order to be able to place concrete. The study showed that severe cold, below what could normally have been expected, existed during the period December 28 through January 9, 1979 and January 29 through February 2, 1979.

In conversation with Jerry Street, the following data was obtained:

12/15/78	Bt. 2 Footing poured.
12/21/78	Bt. 4 Footing poured.
12/26/78	Bt. 3 Bt. 3 Ftg. Excavated - able to order rebar.
1/ 3/79	Rebar arrived on project for Bt. 3.
1/ 4/79	Placed rebar.
1/ 5/79	Shut down.
2/ 6/79	Back to work, re-exc. Bt. 3 Ftg.
2/15/79	Bt. 3 Footing poured.
3/ 9/79	Bt. 5 " "
4/17/79	Bt. 17 " "

The severe cold would have prevented the contractor from working once the rebar arrived. This would entitle him to the time from 1/3/79 to 1/10/79 or eight calendar days. A silver thaw condition existed during the severe cold in late January and early February where it was hazardous for the contractor to be working. This occurred from 1/26/79 to 2/3/79 and nine days should be returned during this time. Total delay due to severe weather amounts to 17 calendar days.

Two statistical evaluations were made from the 10 year weather data. First, the 10 year average daily temperature for January is 38^{o} with a standard deviation of 5. Therefore, the "reasonably predictable" average temperature for January is in the range of 33^{o} to 43^{o}. From January 3 to February 4, 1979, there were 17 calendar days that the average daily temperature was below 33^{o}. Second, the 10 year average low temperature was determined to be 33^{o} with a standard deviation of 6. Therefore, the "reasonably predictable" low temperature for January is in the range of 27^{o} to 39^{o}. From January 3 to February 4, 1979, there were 17 calendar days that the low temperature was at or below 27^{o}.

Thus, all three methods of evaluation indicate a valid weather delay of 17 calendar days and this amount of additional contract time should be granted.

OBJ:DA:fr

cc: H. S. Coulter
Ed Hardt (w/att.)
Jerry Street (w/att.)
FHWA

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

STATE COPY

Report #5

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Erosion Control	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
8-20-79	Vincent Tabor, Asst. Area Engineer	I-205-7(60)313

IN COMPANY WITH
Jerry Street, Resident Engineer, & Leo Plumbley, Project Inspector, OSHD

REMARKS

COLUMBIA BLVD. INTCHGE. (U.P.R.R. U'Xings)
East Portland Freeway

This inspection consisted of a follow-up review for erosion control measures recommended at the May 7, 1979, inspection. At that time, we noted that some surface runoff was causing varying amounts of siltation along southeast R.O.W. line. The runoff was carried in a ditch paralleling the line to the 36" culvert beneath the mainline fill (station 171+50) and then into Johnson Lake.

I noted that staggered straw bales had been placed in the ditch to both slow the runoff and filter out the fine materials. A small settlement pond has also been constructed (in advance of the ditch) at the terminus of N.E. 101st Avenue at approximate station 173+20 left. The project access road has been graded to channel water to the pond.

We noted that a barrel had become lodged in the 36" culvert mentioned above. Mr. Street instructed his inspector to contact the Chemical Company bordering the project since the steel drum had evidently come from their stockyard. It may be advisable to install a trash rack of some type at this location to prevent future occurrences.

RECEIVED
STATE HWY ENGR
AUG 30 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-30 vf

FORM PR-23 (REV.-5-70) EDITION OF 7-67 MAY BE USED

SPO 1077-776-844

8818

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 29, 1979

In reply refer to: HBR-OR

NOTED
E. S. HUNTER

SUBJECT: Proposed Specification Change
Keyhole ("T") Bend Test

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Cy: Ed Hunter

Walt Hart—
This was the change in the weld test procedure. Pls. have Spec's include as Special Provision in future jobs.
A Keasey

copy PRD 5-1 MAI 14-1

We have reviewed Mr. Keasey's March 13, 1979, memorandum proposing a specification change in the Standard Specifications for Welded Highway Bridges and Incidental Structures. We have confirmed with our Washington Office that the change you propose is reasonable. We, therefore, approve Mr. Keasey's request.

We also approve the change on the following two current projects:

UPRR 2nd St. O'Xing (LaGrande)
F.A. No. BRM-M-4645(3) #5795

Columbia Blvd. Intchg. (UPRR U'Xings)
F.A. No. I-205-7(60)313 #5815

It's longer necessary

The no-price-change Price Agreements are acceptable. We also have no objection to a three to four weeks additional time extension for the UPRR 2nd St. O'Xing (LaGrande) project.

For G. L. Green

cc:
C. T. Keasey (OSHD)

RECEIVED
TECHNICAL SERVICES
APR 1 1979
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1 Keasey
2 Jackmond
3 Hopkins
Williams
Johnsen
Glenn
RECEIVED
APR 5 1979
CONSTRUCTION BRANCH
Richards
Berg
Inlow
Widmer
Gebauer
Church

H/H
orig

RECEIVED
STATE HWY ENGR
APR 2 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Victor Atiyeh

Department of Transportation

STATE HIGHWAY DIVISION

March 13, 1979

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 14'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: Glen L. Green
Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Asst. State Highway Engineer

SUBJECT: Proposed Specification Change -
"Standard Specifications for Welded
Highway Bridges and Incidental Structures"

It has come to our attention that the Welder and Welder Operator Qualification tests currently required in the section "MODIFICATION OF STANDARD SPECIFICATIONS FOR WELDING", Appendix A of the Standard Specifications for Welded Bridges and Incidental Structures, may be too stringent and difficult to accomplish.

In reviewing the "state of the art" we find that California, one of the leaders in welded steel structures, has adopted a less demanding qualification for the keyhole or T-Bend test which requires less bend angle for qualification for the thicker plate sections.

We propose to adopt a revised qualification test procedure as attached.

We also have two welded steel structures currently under contract on which we propose to change specification for qualification to this new standard by no-price-change Price Agreements. Those projects are:

UPRR 2nd St. O'xing (LaGrande), Contract 8795,
F.A. No. BRM-M-4645(3)
and
Columbia Blvd. Interchange (UPRR U'xings), Contract 8818
F.A. No. I-205-7(60)313

Both of these projects are under contract to Hensel Phelps Company with the steel fabrication to be done by Western Steel Company, Salt Lake City, Utah. In addition to other time lost in getting ready to fabricate the steel for the UPRR 2nd St. O'xing (LaGrande) project, Western Steel has also lost considerable time in attempting to meet the current Welder Qualification tests. We are proposing a no-price-change, no claim, Price Agreement granting an estimated three to four weeks additional time due to the delay.

This has been recommended by Wally Palmateer, Oregon Bridge Engineering Company, who is the consultant on this project.

These changes have been reviewed by Herb Schell of your office and by Walt Hart and have their concurrence.

Your approval of this change is requested.

CTK:fr

Att.

bc: H. S. Coulter
E. S. Hunter
W. J. Hart
John Jenkins

Appendix A of the Standard Specifications for Welded Highway Bridges and Incidental Structures is modified as follows:

Figure A-22 Welder and Welding Operator Qualification:

(a) In the table titled "Dimensions", change Dimension H to read "6-inch minimum".

(b) Footnotes 2 and 3 for the table titled "Dimensions" are changed to read as follows:

2 - Largest size design section on which the procedure will be used, but not over 2S or 3/4".

3 - Largest size design section on which procedure will be used, but not less than 2S or 3/4" or more than 2".

(c) Delete the requirements for the section NUMBER REQUIRED and substitute the following:

NUMBER REQUIRED

For welder and welding operator qualification, one test weld shall be made using the procedure for Welders and Welding Operators indicated above and the positions shown in Table A-2. For procedure qualification, one test fillet weld shall be prepared for each position of each procedure in both the largest single pass fillet weld and the largest multiple pass fillet weld to be used in that position with their respective procedures. The base metals forming the base and stem of the test fillet weld shall be of the highest strength steel to be used with the procedure for the base and stem respectively. When a procedure specification is to employ a machine to make two welds simultaneously, a test sample consisting of two test fillet welds made simultaneously shall be prepared and tested.

Figure A-23 Procedure Qualification:

(a) Delete procedure "II. Testing" and substitute the following:

II. TESTING

A. Fracture Test (See Fig. A-22)

B. Macro Etch Test (See Fig. A-22)

C. T-Bend Test

The specimens shall be loaded in conformance with one of the following optional methods:

1. The test specimen shall be loaded as illustrated above using a machine capable of measuring the applied force. The strain rate shall be approximately constant throughout the test and not greater than 0.1-inch per minute. When the applied force diminishes to 95 percent of its maximum value, failure will be considered to have occurred and straining shall be stopped, the specimen removed from the testing machine and the bend angle measured as shown above.

2. The test specimen shall be loaded as illustrated above by any convenient means until failure occurs. Failure is determined by the detection of any opening in the weld surface or cross section greater than 1/16 inch in any direction. After removing the load, the bend angle shall be measured as shown above.

D. Hardness Tests

1. The Rockwell hardness tests shall be performed on the macroetched specimen at the locations shown in Figure A-24, in accordance with the requirement in ASTM E18. Hardness values may be converted from other hardness scales in conformance with the provisions in ASTM E140, where the method of test is other than Rockwell. The hardness reported for the weld metal, the heat-affected zone, and the base steels in the test weldment shall be the respective average values for the recorded hardness tests on each of these parts of the weldment except that when 2 steels of different specification or strength grade are joined in the weldment, the hardness of each of these steels and their respective heat-affected zones shall be averaged and reported separately.

(b) Delete procedure "III. Test Results Required" and substitute the following:

A. Fracture Test (See Fig. A-22)

B. Macro Etch Test (See Fig. A-22)

C. T-Bend Test

Bend $\angle x$ must be not less than the angle shown below.

Fillet Weld Bend Angles

Minimum Acceptable Angles of Bend for T-Bend Test of Single Pass Fillet Welds Made With E70 Grade Electrode materials on steels with minimum specified yields of 60 ksi or greater* or Fillet Welds made with E80 Grade Electrodes on steels with minimum specified yields less than 60 ksi.

Test Web Thickness	Fillet Weld Size					
	1/4	5/16	3/8	1/2	5/8	3/4
1/4	20°					
5/16	18°	20°				
3/8	16°	18°	20°			
7/16	15°	17°	18°			
1/2	13°	15°	17°	20°		
9/16	12°	14°	16°	19°		
5/8	12°	13°	15°	18°	20°	
11/16	11°	13°	14°	17°	19°	
3/4	10°	12°	13°	16°	18°	20°
7/8	9°	11°	12°	15°	17°	18°

*Either or both plates of test specimen.

D. Hardness

For the Hardness Test for welds on steels other than ASTM Designation: A514, the maximum allowable Rockwell hardnesses of the welds and heat-affected zones shall be based on the maximum specified ultimate strength(1)(2) of the highest strength steel joined in the examined weld. These maximum hardnesses shall be as follows:

Rockwell B Hardness

Maximum Allowable Average Value
(1)

R_B = 0.30 Max. Ultimate (ksi) + 71

R_B = 0.56 r_b (2) + 47

Maximum Allowable Single Value
(1)

R_B = 0.30 Max. Ultimate (ksi) + 74

R_B = 0.56 r_b (2) + 50

Rockwell C Hardness

Maximum Allowable Average Value
(1)

R_C = 0.41 Max. Ultimate (ksi) - 17

R_C = 1.02 r_b (2) - 72

Maximum Allowable Single Value
(1)

R_C = 0.41 Max. Ultimate (ksi) - 13

R_C = 1.02 r_b (2) - 68

The minimum allowable Rockwell hardnesses of the welds and heat-affected zones for these steels shall be based on the minimum specified ultimate strength as follows:

Minimum Allowable Average Value

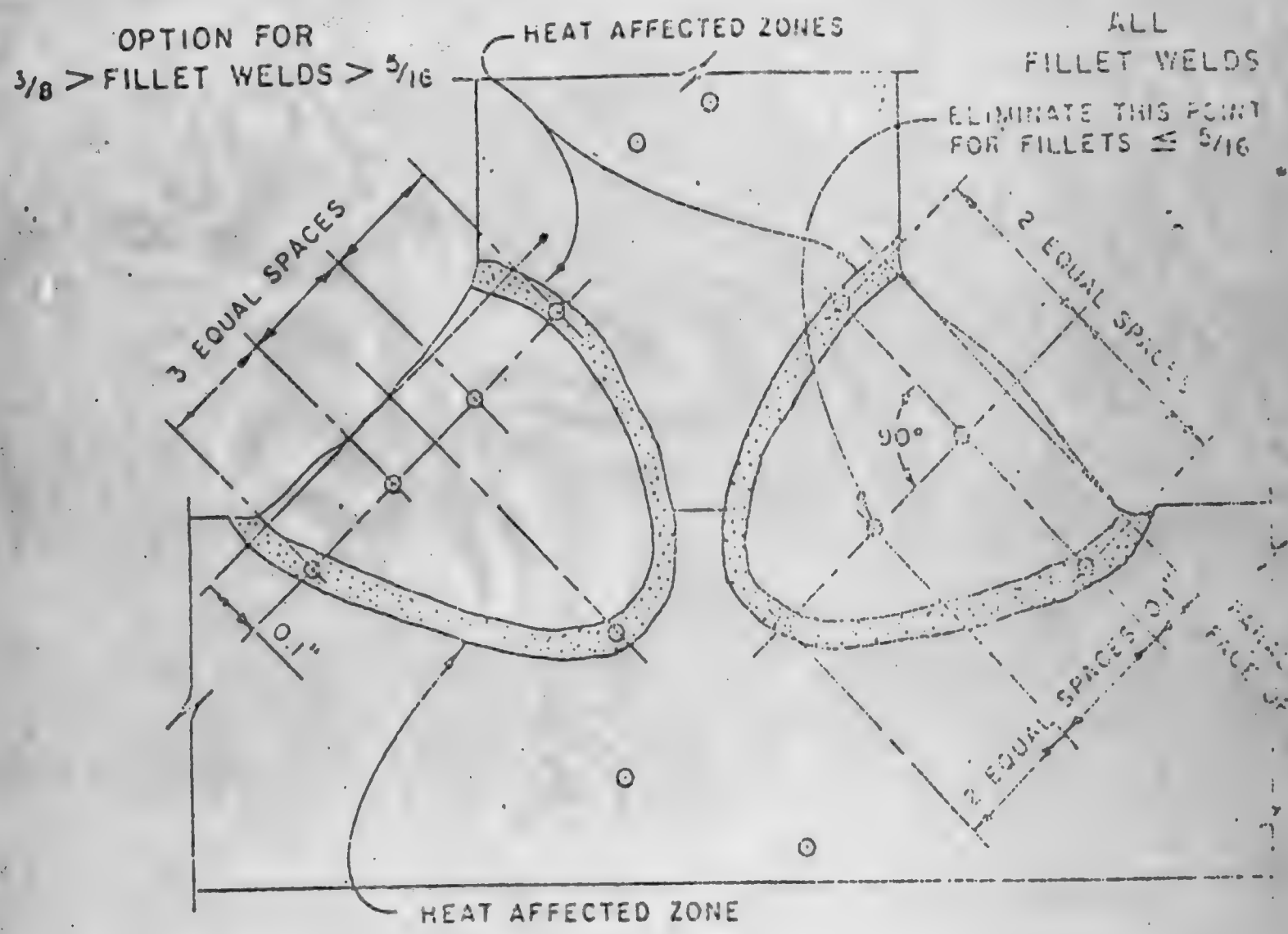
R_B = 0.75 Min. Specified Ultimate (ksi) + 25

(1) The maximum tested ultimate, where no ultimate is specified.

(2) The value of r_b is the Rockwell hardness of the base metal, unaffected by welding, where neither mill data nor maximum strength is available.

Figure A-24 Location of Hardness Tests:

Add Figure "A-24 Location of Hardness Tests" as follows:



NOTES:

1. PERFORM HARDNESS TESTS ON ONE FACE OF THE SPECIMEN ONLY
2. PERFORM ONE HARDNESS TEST FOR EACH ⊙
3. HARDNESS TESTS IN BASE METAL SHALL BE AT LEAST 0.25 IN. FROM THE HEAT AFFECTED ZONE AND AT LEAST 0.10 IN. FROM ANY EDGE OF THE SPECIMEN

Figure A-24

LOCATION OF HARDNESS TESTS

8718

JAMES A. REDDEN
ATTORNEY GENERAL

STATE OF OREGON 1859

DEPARTMENT OF JUSTICE

TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

January 18, 1979

e 8718
LEG

NOTED
H.S.COULTER

L. James Bergmann
General Attorney
Union Pacific Railroad
P.O. Box 4265
Portland, OR 97208

RECEIVED
STATE HWY ENGR
JAN 23'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Re: Supplemental Pipeline Crossing Agreement
Storm Sewer Pipeline Crossing
East Portland Freeway
8718 M.P. 13.14 Portland (near Fir)
Multnomah County, Oregon

and

Pipeline Crossing Agreement
8462 Storm Sewer Pipeline
East Portland Freeway Construction
M.P. 6.15 Portland (Montavilla)
Multnomah County, Oregon

Dear Jim:

I enclose for your perusal a suggested supplemental agreement for both of these storm sewers which would amend each of the agreements to provide that the state would indemnify the railroad or at its option provide insurance in the amount of $1,000,000.00 per currency for the conditions listed that are the same as the original agreement. The one condition that I have inserted is that "All obligations hereinabove set out shall be payable only from the State Highway Fund as defined by ORS 366.505.". The purpose of this is to limit it to the highway fund so that we don't run into the constitutional debt limitation problem and I would assume you would be satisfied that the highway fund would have sufficient moneys to pay that amount.

If the language of this proposed supplemental agreement is satisfactory or if you require some changes, please let me know. After I have received your approval, it will be necessary to secure a formal Attorney General's Opinion that this is not violating the constitutional debt provisions of the State of Oregon and that this is not violating the constitutional debt provisions of the State of Oregon and that entering into an agreement such as this is permissible. The purpose of this opinion will merely be to relieve the Oregon Transportation Commission of any personal liability in the event somebody should raise the issue later and perhaps under a different Attorney General comes the conclusion it was improper. With the formal Attorney General's opinion authorizing such an agreement, then there is no question. If you have any questions on this matter, please don't hesitate to give me a call.

Sincerely,

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:sb;hg

cc - H. S. Coulter
J. B. Boyd

#8818

December 27, 1978

Mr. Edwin K. Lovelace
Engineer of Materials and Research
Utah Department of Transportation
757 West Second South
Salt Lake City, Utah 84104

MISC. CONTRACTS and
AGREEMENTS No. 6965

Dear Mr. Lovelace:

Attached for signature are two copies of an agreement for sampling inspection and testing on a railroad bridge which is a part of I-205 in Oregon.

If you approve this agreement, please sign and return one copy to me at 121 Transportation Building, Salem, OR 97310. The insurance certificates mentioned in the agreement will be sent to you as soon as they are prepared.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

Att.

cc Jack Sollis
John Jenkins

2/16/79
Agree. returned
from Utah
signed -
copy to Jenkins

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: December 26, 1978

FROM: Jack L. Sorris
Assistant Attorney General & Counsel

SUBJECT: Agreement with Utah for Sampling Inspection and Testing

We need telephonic approval on this agreement so that we can get things moving as quickly as possible. As soon as telephonic approval is obtained and you have signed the agreement, John Jenkins can advise Cec's office as to whom the agreement should be forwarded in order to get it executed as quickly as possible. This is the same agreement that I had you sign a memo for insurance that was sent over to Bruce Hoffmeister in General Services.

JLS:sjb

Attachment

Chairman Jackson approved 1:35 PM 12/26/78
HSC

Ken Berrett

for 27
Edwin E Lovelace
Engr of Mat & Research
Utah DOT
757 West Second South
S L C. UT
84104

8818

ROBERT W. STRAUB
GOVERNOR

Department of General Services
SERVICES DIVISION
1257 FERRY STREET S.E., SALEM, OREGON 97310 PHONE 378-4159

NOTED
H.S.COULTER

December 27, 1978

J. Douglas Christensen,
Risk Manager
State Capitol Building, Rm. 137
Salt Lake City, UT 84114

Reference: Contract with State of Utah for testing I-205 materials.

Mr. Christensen:

It was a pleasure to talk with you this morning about the above contract. We agree that if your statutory limits are 100/300/50, then this is what should be procured.

A rider specifically naming the Utah Department of Transportation, Materials and Research Section, should be obtained for any exposure connected with Utah's sampling, testing, or inspecting as requested by Oregon for the Columbia Blvd. Interchange Railroad Bridge project. It is agreed that you will inform our office of the cost of this rider before having it bound.

The cost of this rider should be sent to our office for payment.

Thank you for your help on this matter.

Sincerely,

Bruce J. Hoffmeister

Bruce J. Hoffmeister,
Risk Manager

RECEIVED
STATE HWY ENGR
DEC 28 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BJH:tam

Enclosure

cc: Jack Sollis
Dick Hacek
H.S. Coulter

EL going to mull over possibility of short term insurance-

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Portland

November 15, 1978

FILE: 11-20

RECEIVED
STATE HWY ENGR
NOV 17 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: EDWARD L. HARDT
Region Engineer

TO: H. S. COULTER
Highway Engineer

SUBJECT: INSURANCE PROBLEM WITH UNION PACIFIC RAILROAD (STORM SEWER UNDER RAILROAD RIGHT-OF-WAY)
CONTRACT NO. 8818

NOTED
H. S. COULTER

You forwarded Jack Sollis' November 3 memo regarding the 84" sewer lines which we have and will be placing under the Union Pacific Railroad as part of the construction of I-205. Jack poses the question as to whether we should buy liability insurance as called for in our agreement with the railroad or whether we should go self-insured and you asked for my recommendation.

The 84" sewer line goes under the Union Pacific Railroad tracks in two locations. First line affected is the Railroad's main line located adjacent the Banfield Freeway and the second line affected is the Kenton Line near Columbia Blvd.

Our sewer placed under the main line near the Banfield Freeway was installed by tunneling. The sewer is located about 30 feet under the railroad tracks. Shortly after the sewer was installed our engineering crews noticed about a half inch of settlement of the railroad tracks in the area over the sewer. This was attributed to the granular material directly over the sewer reconsolidating around the pipe. This settlement was spread out over considerable length of the tracks and was not of any concern to the railroad inspector. During the later stages of the contract, grouting behind the sewer pipe was attempted to insure that all voids were filled. We do not anticipate any more settlement of the ground above this sewer.

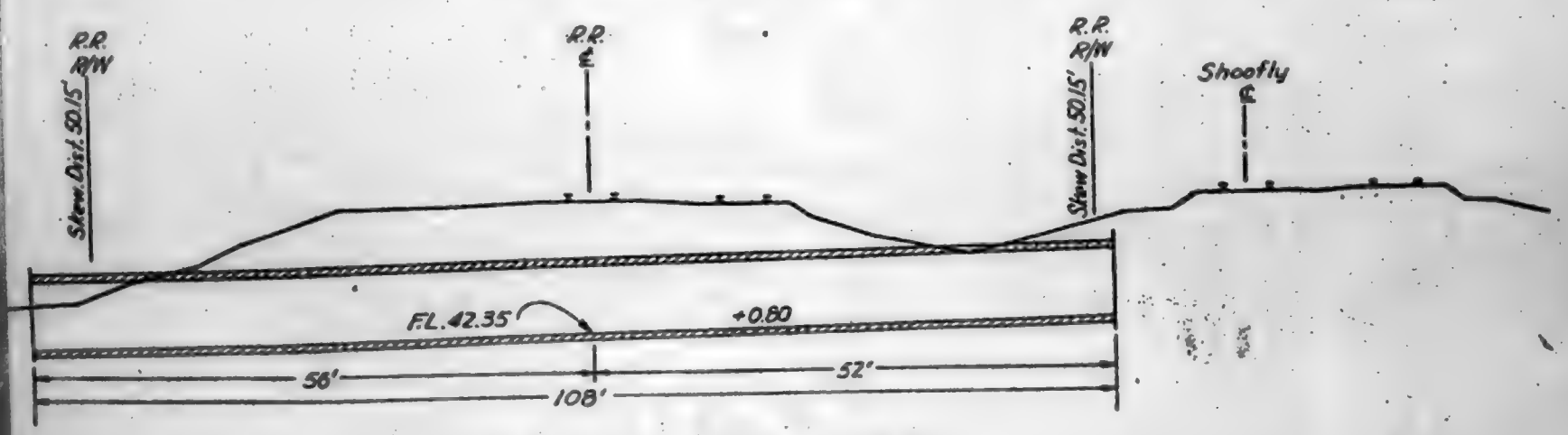
Installation of the second pipe under the Kenton Line is presently under contract, although the work has not at this date been done. I have attached a print showing the installation details of this pipe for your information. The railroad line is presently located on the shoofly so the pipe will be installed in an open cut with a maximum depth of excavation of about 15 feet. By copy of this letter I am requesting Resident Engineer Jerry Street to be especially watchful of the backfilling operation of this pipe. If there is any question about the suitability of the backfill material, special material should be used to insure no settlement (I'm sure the railroad inspector would insist on this in any case).

Under these circumstances I believe the chances of an accident occurring to the railroad operation due to the presence of this pipe are so remote that buying liability insurance for this possibility would be not warranted. My recommendation would be to have the State accept the liability and not buy the insurance.

ELH/cr
Attachment
cc Jerry Street w/attachment

cy 12/4 Sollis. Believe best way is to accept liability and not buy insurance HSC

COLUMBIA BLVD. INTCHGE. (U.P.R.R. U'XINGS) SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(60)313		See Index



84" STORM SEWER INSTALLATION DETAIL

R.R. STA. 895+83.59

DEPARTMENT OF JUSTICE

Memorandum

TO: H.S. Coulter
State Highway Engineer

DATE: November 3, 1978

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

NOTED
H. S. COULTER

SUBJECT: Insurance Problem with Union Pacific Railroad
(Storm Sewer under Railroad Right of Way)

We have two agreements with the Union Pacific Railroad which allow the State to put an 82" storm sewer under the railroad right of way. The agreements provide that the State will secure liability insurance in the amount of $1 million under each agreement to insure the railroad against any loss or damage by reason of the storm sewer being there and its bursting or whatever that might cause damage to railroad facilities, railroad right of way or whatever.

The cost of this insurance will be probably $20,000 to $25,000 a year to cover both agreements. It would be possible for the State to agree with the railroad that they would accept liability and effectuate payment of claims up to a maximum of $1 million per occurrence under these two agreements and in effect go self-insured and accept the liability in the event there was any damage to railroad right of way caused by the storm sewer bursting, leaking, collapsing or whatever.

You now need to make a decision whether or not to amend the railroad agreements to provide that the State will accept this liability up to a maximum of $1 million per occurrence under each agreement and therefore have a contingent liability of $1 million for a total of $2 million to the railroad should anything happen because the storm sewer is located under the railroad right of way. In the alternative, the State can pay now perhaps $20,000 to $25,000 a year for insurance and undoubtedly have an increase in premiums over the years and would have to pay this amount from now on. The decision has to be made whether to secure the insurance, pay the premiums, or whether to amend the agreements and accept the liability which would have to be borne by the State in the event that there was any property damage or personal injury. I enclose for your consideration in making this decision a memo prepared by my law clerk. After you have examined it, you may wish to discuss the matter.

JLS:jw
Attach.
cc: E.S. Hunter
J.B. Boyd
Roger Trygstad

RECEIVED
STATE HWY ENGR
NOV 6 '78
REFER TO
Ed Hewitt — your recommendation
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DEPARTMENT OF JUSTICE

Memorandum

TO: Jack L. Sollis
Assistant Attorney General & Counsel

DATE: October 27, 1978

APPROVED
Jack S
Chief Counsel
Oregon Department of Transportation

FROM: Dale K. Hormann DKH
Law Clerk

SUBJECT: Article XI, Section 7 of the Oregon Constitution; Debt Limitation.

You have asked for a general memo concerning the debt limitation provision contained within Article XI, Section 7 of the Oregon Constitution, and also have asked whether certain contract obligations concerning liability and insurance are included within that debt limitation. Article XI, Section 7 states in relevant part:

> ". . . the Legislative Assembly shall not lend the credit of the state nor in any manner create any debts or liabilities to build and maintain permanent roads which shall singly or in the aggregate with previous debts or liabilities incurred for that purpose exceed one percent of the true cash value all the property of the state taxed on an ad valorem basis; and every contract of indebtedness entered into or assumed by or on behalf of the state in violation of the provisions of this section shall be void and of no effect. . ."

I could find no case law concerning this particular section of Article XI, Section 7. Presumably this is because of the unlikelihood of the state exceeding this limit of one percent of the true cash value of all state property. However, it is generally recognized that law concerning any of the constitutional debt limitation sections, particularly Article XI, Sections 6, 7, 8, 9 and 10, is equally applicable to any other sections subjecting public bodies to debt limitations. See, 38 Op Atty Gen No. 7660, Footnote #3 (1978). Therefore, some of the law discussed in this memo while concerned with some other debt limitation sections, particularly Article XI, Section 10, county debt limitations and a different part of Article XI, Section 7, the analysis is just as applicable to the above quoted provision of Article XI, Section 7.

There are two primary exceptions to the incurring of debts or liabilities which are subject to constitutional debt limitations. These are: (1) The "Special Fund Doctrine"; and (2) The "Revenues On Hand Exception" (net indebtedness).

The "revenues on hand," or "net indebtedness" theory was used in the recent case of Terry v. Multnomah County, 279 Or 127, 566 P2d 878 (1977). The Oregon Supreme Court held in that case that a county does not incur indebtedness within the meaning of Article XI, Section 10, if at the time it enters into the contract creating the indebtedness it has available in its treasury contingency funds or appropriated monies which are sufficient to meet the amount of the obligation. However, it was the county's total indebtedness, i.e., the obligation which is being challenged and all other

outstanding obligations, which had to be compared with existing assets capable of being applied to discharge that indebtedness, to determine if the obligation was a "debt" within the meaning of the Constitution. The court, expanding upon Coos County v. Oddy, 156 Or 546, 68 P2d 1064 (1937), stated that:

> "The test is whether there are sufficient funds available for payment of the obligation, not whether such funds have been appropriated for payment of the obligation. Although the existence of money in the treasury unappropriated to other purposes may be required, a formal appropriation is not required." Supra, at 136.

In other words, in order to determine whether there is a violation of the constitutional debt limitation all debts or liabilities will be combined, then all existing assets available for the extinguishing of any debts or liabilities will be subtracted from that amount. The remainder will then be the amount to be compared against the limitation set out in the constitution. It can be seen, that this "exception" is not really an exception, but is better described as a method of determining the amount of debts or liabilities to be applied against limitation.

The other exception, the "special fund doctrine," was recognized early by the Oregon Supreme Court and has been proved very recently in dicta. Martin v. Oregon Building Authority, 276 Or 135, 554 P2d 126 (1976). This doctrine allows the legislature to constitutionally create a scheme which, while it creates a debt, provides for payments only out of a special fund. In analyzing the special fund doctrine, the Oregon Attorney General in 38 Op Atty Gen 578 (1977) found that certain requirements must be met before the doctrine can be used. First of all, there must be an actual or potential fund in existence at the time of the making of the contract. Further, the fund must actually be appropriated. The Attorney General was examining the $50,000 debt limitation of another part of Article XI, Section 7, and concluded "That any contract that in any way extends the liability of the state beyond the term for which funds have been appropriated is a void contract if it exceeds $50,000 debt limitation." Supra, at 581. Therefore, it appears that if funds which are to be used for the payment of some specific debt or liability is established in a "special fund," and are not part of the "general fund" those debts or liabilities will not be included in a determination of whether the constitutional debt limitation is violated. It appears to be unnecessary that there be monies in this "special fund" equal to the maximum required to meet the debt or liability in the future. It appears sufficient that there is merely a "special fund" established from which these debts are to be paid.

Some of the special situations in which the constitutional debt limitations are applied, and in which exceptions were found, will now be discussed. In 37 Op Atty Gen 911 (1975), the Attorney General was asked whether ORS 30.285, where the legislature had stated that the state will indemnify its officers, employees and agents, was violative of Article XI, Section 7. The Attorney General examined the existing case law concerning

the constitutional debt limitations and decided to take a middle road stance. He stated that "A too strict interpretation of Article XI, Section 7, would hold most if not all, of the above examples invalid. Total failure to enforce that constitutional provision might lead the state into insolvency." He concluded that the establishment of a Liability Fund as a separate account in the State Restoration Fund, even with monies coming into the fund principally from the General Fund, was the establishment of the "special fund." It was found that there was no reason for a legal distinction between providing indemnity from a state fund and providing indemnity by the purchase of liability insurance with state money.

One of the cases cited in that opinion was Walsh Construction Co. v. Smith, 272 Or 398, 537 P2d 542 (1975). The court in Walsh approved a plan to retire revenue bonds issued under the Oregon Housing Act (ORS 456.550 to 456.720) out of revenues from housing projects constructed. The court noted that there might at some time be an inadequacy of "special funds" which would create a "fiscal necessity" to retire bonds from the General Fund, but nonetheless upheld the constitutionality of the Act. Walsh was reexamined by the Attorney General in 38 Op Atty Gen 340 (1976), in light of the Martin decision. The Attorney General noted a distinction between the two cases when he found that "If the obligation to repay a trust fund were by law or contract tied to a special fund such as that created by the proceeds from the sale of revenue bonds whereby the rental is accruing to the state from the housing, the debt would not constitute the general obligation of the state but of the special fund itself created from the revenue bonds or rentals." Supra, at 347.

In 38 Op Atty Gen 578 (1977), various lease agreements were examined for possible violations of Article XI, Section 7. Briefly, the Attorney General found that a five year lease agreement was void as a present promise to pay from future unappropriated revenue; and that a lease-purchase agreement with optional renewal terms and with a final lease term payment of the balance of the contract, if the option was not exercised was also void. On the other hand, the Attorney General found that a lease-option agreement which did not extend beyond the current biennium did not promise payment of any future revenues and was not void; and that an installment purchase contract which extended into future biennial periods but did not presently obligate any future revenues was not invalid since "moral obligations" did not invoke the constitutional limitation. And in 38 Op Atty Gen 668 (1977), it was found that a proposed deferred compensation plan did not create an indebtedness subject to the debt limitation contained in the Article XI, Section 7.

Turning to the issue at hand, that is, whether a contractual obligation by the state to pay for liability insurance for a particular project or to contract for the responsibility for liability up to a certain amount, i.e. self-insurance, are obligations which are subject to the constitutional debt limitation, it appears clear that they are. The recent opinion of the 38 Op Atty Gen No. 7660 (1978), indicates that a county which commits itself to an agreement for self-insurance would invoke the constitutional debt limitation of Article XI, Section 10. However, if an exception to

the limitation can be found and applied, as discussed in the memo above, the limitation can be circumvented. For example, if a "special fund" were established to pay for the insurance on an annual basis, even if the fund did not at that time contain sufficient funds to pay for insurance for the period expected, this would be an appropriate exception. Such a "special fund" could be used even if the State decided to self-insure itself. I am not sure of the appropriate procedures necessary for the establishment of a "special fund", but it would appear that a legislative enactment would probably be required. Also, under the "revenues on hand doctrine", any assets on hand which could be used to pay this future obligation would be set-off against the debt or possible liability. Again, let me state, that whether there is a contractual liability to pay for insurance or to self-insure the state, that liability amount would be included in the amount utilized in determining whether the state is exceeding its debt limitation. If, as you indicate, the self-insurance program would be cheaper, that would appear to be a major consideration.

You also suggested the possibility that such self-insurance program be conducted under either the Restoration Fund or the Liability Fund. The Restoration Fund would appear not to be an appropriate vehicle since it applies only to state-owned property, ORS 278.022, and we are concerned here with liability to privately owned property. The liability fund, on the other hand, is to be used to provide insurance or self-insurance for liability of the State of Oregon, it is tied to the Tort Claims Act, ORS 30.260 to 30.300. ORS 278.100. And as stated earlier, according to 37 Op Atty Gen 911 (1975), the liability fund is considered a "special fund" for purposes of an exception to the constitutional debt limitation. The real problem is with the making of this contractual liability part of and subject to the liability fund. Again, this might require a legislative act.

In conclusion, since the state is not at the present time close to exceeding the limitation of one percent of the true cash value of all property in the state in debts or liabilities to maintain or build permanent roads, it is suggested that at this time, the simplest and easiest method of taking care of any possible liabilities be used.

jb

#8818

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 16, 1978

Salem, OR. 97310

FILE: ROW 18-2

RAILROAD COMPANIES
FILE No. 955

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Sewer Pipeline Crossing
Kenton Line MP 13.41
Fir, Oregon
Columbia Boulevard Interchange Section
East Portland Freeway
ODOT Agreement No. RR-955

Attached is the State's fully executed counterpart of the agreement dated October 23, 1978, between the Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, covering the construction, maintenance and operation of an underground 84-inch Class IV concrete storm sewer pipeline crossing of Railroad's Kenton Line near Fir, in Multnomah County, in connection with the construction of the Columbia Boulevard Interchange Section of the East Portland Freeway.

The Resident Engineer should thoroughly review the agreement to assure that all provisions regarding the construction of the pipeline are complied with.

RDT/seb
Attachment
cc: G. L. Green w/copy
E. S. Hunter
J. H. Versteeg
C. T. Keasey w/copy
J. L. Sollis
J. B. Boyd
E. L. Hardt w/copy
Jerry Street w/copy
D. E. Swan w/2 copies

NOTED
C. W. HEAD

11-21-78
Noted in agree book.

#8818 11-15-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(55)313

STATE PROJECT NO. See below

COUNTY NAME

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71022

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-15-78	Interstate 205	Primary 64

GENERAL LOCATION:
Columbia Blvd. Interchange Section

GENERAL DESCRIPTION OF WORK:
Interim Lighting by Portland General Electric Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AWARD~~ BASIS ~~AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-8-78, under the provisions of FHPM 6-4-1.14 para.5b, I concur that it is in the public interest for Portland General Electric to install the interim lighting with its own forces on an actual cost basis estimated to be $4,158.69. Provisions of FHPM 1-7-2 apply to this authorization.

NOTED
F. B. KLABOE 11-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-15-78	G. K. Loomis	for Division Administrator

FORM PR-1240 (REV. 8-76) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

8815

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 17, 1978

Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8815 for work on the Columbia Boulevard Interchange (UPRR Undercrossings) Section of the East Portland Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

jds
Enclosure

cc The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Jerry Street

HENSEL PHELPS CONSTRUCTION COMPANY

October 12, 1978

State of Oregon
Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: C. W. Head
Commission Services

Subject: Columbia Blvd. Interchange
UPRR Undercrossing
Oregon State Contract No. 8818
Serial Letter No. 1

Gentlemen:

Enclosed please find two copies of subject contract. One fully executed copy should be returned to the undersigned.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Frank E. Ward
Vice President

FEW:nc

enclosure

cc: Bob Pierce

RECEIVED
OCT 12 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

57848.1

P.O. Box 1978, Vancouver, WA 98665
GREELEY, COLORADO 80631
POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-6565

8818

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Jerry Street
SAIF
Fran

September 28, 1978

Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

Gentlemen:

The Oregon Transportation Commission on September 28, 1978, accepted your proposal for work on the Columbia Boulevard Interchange (UPRR Undercrossings) Section of the East Portland Freeway in Multnomah County for the sum of $1,647,000 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8818.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 10, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8818

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

September 18, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 21, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 21, 1978 on the following projects:

1. 30th St and Melbourn Ave (Astoria)
   Marine Drive
   Clatsop County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Vine St-Scappoose High School (Scappoose)
   SE 6th St
   Columbia County

   Grading and paving.

   10-foot shoulders and 5-foot sidewalks with ramps will be provided on this section.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Hull St-College Entrance (Coos Bay)
   Cape Arago Highway
   Coos County

   Grading and paving.

   Same as No. 2.

4. Stellar Drive & Solar Drive
County Roads
Deschutes County

Aggregate Base.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Cedar St-Oak St (Oakland)
City Street (6th St)
Douglas County

Grading and paving.

Thirty-six-foot roadway with curb and gutter.

Same as No. 4.

6. Crater Lake Ave at Spring St & McAndrews Road (Medford)
FAU 2471
Jackson County

Traffic Signals.

Same as No. 1.

7. Grayback Creek-Lake Creek
Oregon Caves Highway
Josephine County

Grading.

Slide Correction.

Same as No. 1.

8. Bully Creek Bridge (Vale)
Main Street
Malheur County

Structure replacement.

28-foot roadway with 5-foot walk on structure, 4-foot shoulders on approaches.

Same as No. 2

9. Silver Falls State Park
Marion County

Buildings

Same as No. 1.

10. Columbia Blvd Interchange (UPRR U'xings)
East Portland Freeway
Multnomah County

Railroad structures.

Bikeway to be constructed under structure as a part of a later contract.

11. SE Duke St-SE Clatsop St (Portland)
FAU 9723 (SE 72nd Ave)
Multnomah County

Grading and paving.

40-foot street with 4-foot sidewalks on each side.

Same as No. 2.

12. Ross Island Bridge-SE 50th Ave (Portland)
Mt Hood Highway
Multnomah County

Grading and paving.

10-foot sidewalks (with 4-foot planters).

Same as No. 2.

13. SE Morrison Bridge Ramp
Pacific Highway East
Multnomah County

Grading and paving

12-foot existing sidewalk on east side; variable 2.5- to 9-foot sidewalk on west side.

Same as No. 2.

14. Grand Ronde River (Peach Lane) Bridge
County Road #28
Union County

Structure replacement

28-foot roadway

Same as No. 4.

15. Hurricane Creek Bridge
County Road #590
Wallowa County

27.5-foot roadway

Same as No. 4.

16. Flora Rock Production
Wallowa County

Aggregate crushing.

Same as No. 1.

17. Martinazzi Ave & Boones Ferry Rd at SW Nyberg Rd (Tualatin)
County Road and Beaverton-Tualatin Highway
Washington County

Existing bikeway to be replaced in kind.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8-30-78

8818

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(60)313

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80136

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	8-30-78	Interstate 205	Primary 64

GENERAL LOCATION:

Columbia Blvd. Interchange (UPRR U'ings)

GENERAL DESCRIPTION OF WORK:

Grading and Structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Railroad Protective Services	$35,000.
On-the-job Training	3,200.
Salvage Steel (170,000 lbs. @ $0.10)	(17,000.)
Temporary Erosion Cont.	500.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8-25-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,301,260 - Federal Funds $2,122,221.

A signed copy of the Title Sheet is returned herewith.

HOTEL B. KLABOE Swan 9-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. L. Green	for Division Administrator

FORM FR-1240 (REV. 8-70) EXISTING STOCKS OF FORM FR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

FRED B. KLABOE ASSISTANT DIRECTOR FOR OPERATIONS

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 5, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(2)
UPRR (Kenton Line) Br. #9682
Columbia Blvd. Interchg.
Preliminary Bridge Plan Review (Revised)

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon
Attn: Mr. Walt Hart, Structures

We approve the proposed revised preliminary plans on the above structure submitted by Mr. Wallace's letter of February 23, 1978. Please proceed with the design.

For G. L. Green

RECEIVED
TECHNICAL SERVICES
APR 7 '78
REPLY TO
Hart
FOR

GENERAL FILES

Department of Transportation

ROBERT W. STRAUB
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

March 31, 1978

NOTED
E. S. HUNTER

UPRR (Kenton Line) Uxing
Oregon Project I-205-7(-)
Bridge 9682
East Portland Freeway
Multnomah County

We have received your letter of March 21, 1978 listing comments by your Washington and Regional offices on the initial plans for the subject structure. We have changed to a deck girder design because the estimated cost of the initial design was higher than anticipated, because the Railroad insisted on steel rockers rather than the pot bearings proposed, and because we were also apprehensive about many of the points detailed in your letter.

We thank you for your comments and we will use them for guidance in designing our new structure.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 31 '78
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Ret | File

Form 81-731-0027 (9-77)

Form FHWA 123 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 21, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(-), Columbia Blvd. Interchg., Untion Pacific Railroad, Kenton Line Structures

FROM : G. L. Green, Division Administrator

TO : Mr. E.S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

We have received comments from our Washington and Regional offices on the initial plans submitted in December for the subject project. We are aware that you have changed these plans but felt the comments would still be appropriate in a general way to give guidance for similar welded structures in the future. The following points are for your consideration:

1. Sheet 1

   a. We assume that the bridge is designed in accordance with the latest AREA specifications and suggest that it be so noted.

   b. We note that with only two main girders there is no redundancy in the end span and these girders should be considered fracture critical. If not now covered in the special provisions (which we have not seen), the necessary charpy impact testing should be indicated and a fracture control plan adopted.

2. Sheet 5

   a. We suggest that weep holes be shown in the bottoms of the main longitudinal box girders.

   b. If not covered in the special provisions, we suggest that the butt weld splice of the main girders be tested ultrasonically in addition to radiography.

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3. Sheet 7

   a. In view of the extreme skew on this structure the floor beams near supports will cause wracking of the box girders due to differential deflection at the ends of the floor beams. Because of this we recommend that the inside stiffeners near the obtuse angle support be extended down and welded to the bottom flange. We suggest this be done on the six end floor beams and on a total of 12 floor beams at intermediate bents. This suggestion is made as the lesser of two evils for this highly skewed structure.

   b. In order to provide bracing over the entire depth of the box girder, we suggest that the upper horizontal channel be lowered and another diagonal added in the upper portion of the box.

4. Sheet 8

   Since there is some question as to how much value the center-line longitudinal diaphragm provides, we recommend that its cost could be reduced by omitting the bottom flange splice plate which passes through the slotted web.

5. Sheet 9

   In reference to the weld shown above section E-E, we suggest that the size of the 1/2 inch fillets be reduced. The partial penetration of 1/2 inch on each side of the 1 1/2 inch stiffener plate plus these fillets would involve more welding than appears necessary.

6. Sheet 10

   a. We assume that the TC-U4 weld for the webs to top flange of end box floor beam will use back-up bars inside the box for the outside welding.

   b. The welding connection of the three end floor beams to the skewed end box beam will be difficult if not impossible in view of the approximate 30° angle between the box beam and transverse floor beam. We recommend that this connection be restudied and revised to eliminate the difficult back-gouging and welding.

We hope that these items will be of help on this and future jobs.

G. L. Green

cc: W. Hart

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

February 23, 1978

NOTED
E. S. HUNTER

UPRR (Kenton Line) Uxing
Columbia Blvd. Intch. (UPRR Uxings) Section
East Portland Freeway - I-205
Multnomah County
Bridge 9682
Oregon Project I-205-7(-)

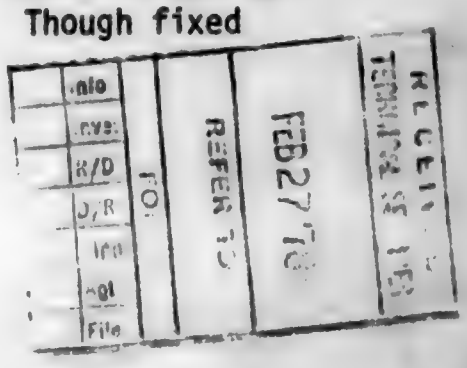
Your File HBR-OR

Enclosed are five copies of drawings 33236 and 33237 which are the revised plan and elevation, typical section, and grade line drawings for the subject structure. The vicinity map, drawing 31503, and Foundation Recommendation were sent to you with our submittal of January 28, 1977.

The originally proposed structure shown on the preliminary drawings 31807 and 31808 proved to be much more expensive than anticipated and the transverse floor-beam-to-longitudinal-girder connection detail was an area of concern, particularly after the Railroad insisted upon steel rocker bearings at all bents.

The currently proposed structure is a conventional welded steel deck girder bridge with concrete ballast trough. We have changed from a three-span to a four-span structure and moved Bent 1 as close to the ramp as possible, allowing for sight distance around the curve, and moved Bent 5 to the edge of the shoulder. All of the bents will be protected with concrete barriers and impact attenuators where required. The maximum flange thickness anticipated is two and one-half inches, but will taper to a maximum of two inches in thickness at all butt weld locations.

The grade lines under the structure had to be revised to obtain adequate structural depth. This was accomplished by shortening the vertical curves on the "L" and "L^S" lines to 700 and 660 feet and adjusting the other grade lines to match. The minimum length of sag vertical curve for a 70 MPH design speed in an area without fixed lighting is 660 feet. Though fixed



lighting is proposed for this area, it seems advisable to use minimum vertical curve lengths as determined for unlighted areas.

The estimated cost of our revised proposed structure, based on approximate quantities, is $2,100,000. The estimated cost for the previous design, based on completed plans, was $3,630,000. Both estimates include an allowance for engineering and contingencies.

This is being sent to you as a revised preliminary submittal for your approval.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Structural
Design Engineer

Enclosures

RLM-JMT:dh

cc E. S. Hunter
D. H. Moehring

8818

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 15, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

UPRR Uxing
East Portland Freeway
Multnomah County
Bridge 9682

Enclosed are five prints of drawings 33012, 33013, 28427, and 33014-33027 inclusive which are the unchecked plans for the subject structure. These are being sent to you for a review of welding details by your welding experts.

The current cost estimate for this structure is $2,820,000.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Design Engineer,
Structural Design Section

Enclosure

cc E. S. Hunter

ROUTED
E. S. HUNTER

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FOR
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8818 I-205-24

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3581

DONALD E. CLARK
COUNTY EXECUTIVE

November 14, 1979

Ken Limbocker
Department of Transportation
Metropolitan Branch
5821 NE Glisan Street
Portland, Oregon 97213

1 Versteeg ✓
Anderson
2 Christensen
3 Olson add
Sullivan
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Trout
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NOV 2 1 1979
ROAD DESIGN SECTION

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Subject: I-205 Drainage
Columbia Blvd. area
Prefix: 626-1909

We have reviewed the proposed changes to the drainage system outlined in your letter of September 20, 1979.

The proposed reduction in pumping capacity to 2.5 CFS appears to be the most efficient from an energy conservation and cost perspective. We concur with this change, subject to the following:

1. A pump station should be designed to separate and pump to the storm sewer as much sediment and road oil as possible.

2. The drainage district should be able to pump the increased rate of runoff without causing increased ponding.

Very truly yours,

R. L. Bennett for
OLIVER J. DOMREIS
County Engineer

bb

REFERRED TO
Beard 2 Houdenmayer
Cole Sample
3 Eriksen F.E.I Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

TECHNICAL SERVICES UNIT
1 1979
NOTED
W.J. HART

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BRIDGE SECTION

8818

I-205-24

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/78
Donald L Nout

All Clear Deadline
9-21-78 Bid Letting _____

SECTION COLUMBIA BLVD. INT. (UPRR U'XINGS)
Highway E. Portland Freeway
County Multnomah Region M
Type of Work ML & CN Strs. (2) Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		X	X	X	X
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study		X		X	

8818

1-205-24

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

November 21, 1977

K. D. Limbocker, Metro Design Engineer
Oregon Department of Transportation
Metropolitan Section
5821 N.E. Glisan Street
Portland, OR 97213

Dear Ken: Re: Columbia Blvd. (UPRR Undercrossing)

We have reviewed the advance plans for the I-205-UPRR Undercrossing in the vicinity of N.E. Columbia Blvd. and find no conflict with the overall plan. The project does not affect County facilities in this area and therefore, we have no comment.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

William L. Carson

WILLIAM L. CARSON
Asst. Engineer

WLC:ms

REFERRED TO
Beard, Dorn, Cole, Sample, Eriksen, Watson, Heger, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Christensen, George, Olson, Tarpin, Sullivan, Scott, Savage

RECEIVED
NOV 25 1977
ENGINEERING SECTION

Trout
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Bring Up
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8818

Yellow 1-205

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

September 22, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: Robert Shotwell
RESIDENT ENGINEER

SUBJECT: Columbia Blvd. Interchange
(Columbia Blvd. U'Xing)
East Portland Freeway
Multnomah County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9117	00	"COL" Line, 32' Lt.	Profile Grade
	01	"COL" Line, 32' Rt.	Profile Grade
	02	"L" Line, 32' Lt.	Profile Grade
	03	"L" Line, 32' Lt.	Subgrade
	04	"L" Line, 66' Lt.	Profile Grade
	05	"L" Line, 66' Lt.	Subgrade
	06	"NCW" Line, Centerline	Profile Grade
	07	"NCW" Line, Centerline	Subgrade
	08	"NCW" Line, 12' Lt.	Profile Grade
	09	"NCW" Line, 12' Lt.	Subgrade
	10	"CD" Line, Centerline	Profile Grade
	11	"CD" Line, Centerline	Subgrade

Attachment
cc: Carl Barner

8818

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 2, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(-)
Marine Drive-Columbia Blvd. Section
U'xing of UPRR - Bridge #9682

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

Mr. Wallace's resubmittal of August 24, 1977 on the above structure showing minor changes in length, width, walls, etc. of this project is approved. Please proceed with the design.

G. L. Green

cc:
OSHD (W Hart)

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FOR
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(UPRR-
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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 24, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P.O. Box 300
Salem, OR 97303

UPRR U'xing
East Portland Freeway
Multnomah County
Bridge 9682

Enclosed are 5 prints of drawings 31807 and 31808 which are a revised plan and elevation and detail drawing for the subject structure. This structure was originally submitted to you in our letter of January 28, 1977 and was approved by your office with your April 7, 1977 memorandum.

The structure has been revised as follows.

1. Wing wall and bent angles revised
2. Structure length revised
3. Structure width and clearances revised
4. Transverse beam revised
5. Bent design revised

These changes will not significantly change our estimate of $2,555,000.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Structural Engineer

ORIGINAL SIGNED
L. L. WALLACE
L.L. Wallace
Design Engineer,
Structural Design Section

cc: E.S. Hunter

LLW:dls

NOTED
J. H. VERSTEEG

RECEIVED
TECHNICAL SERVICES
AUG 25 '77
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

Form 81-734-5123

1978 S.E. Duke - S.E. Clatsop Sec. near east Port. City Lim. (Gr.-pav) 8819

OHA 6076 5-12-77

881.9

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
11/29/82				CA-742

BILL TO:

MULTNOMAH COUNTY

2115 SE MORRISON

PORTLAND OR 97214

CODE

CREDIT DISTRIBUTION

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL

FINAL SETTLEMENT SE DUKE- SE CLATSOP ST.
PROJECT IX-M-9723(1)

TOTAL PE COSTS	20,745.66
TOTAL CONSTRUCTION COSTS	663,939.41
TOTAL PROJECT COST	684,685.07
LESS: FEDERAL FUNDS	(584,915.22)
LESS: CR. FOR WORK DONE BY COUNTY	(11,687.92)
BALANCE DUE BY COUNTY	88,081.93
LESS: COUNTY ADVANCE DEPOSIT	(109,120.00)
REFUND DUE COUNTY	21,038.07

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH:378-6514 FOR CORRECTNESS OF CHARGES
OR Jake Hemsley PH:378-5035 PREPARER OF INVOICE

MULTNOC INV. 2142

Advance Deposit Amount	$ 109,120.00	REFUND ~~AMOUNT~~ DUE	$21,038.07
Advance Deposit Previously Transferred to Highway Fund	$ 92,840.27	SUBMITTED BY	
Balance	$ 16,279.73	APPROVED BY	
Transfer to Highway Fund	$		
Refund Due 05547	$ 16,279.73		

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 11/8/82

COUNTY: MULTNOMAH AGREEMENT NO: 6076 PROJECT NO: IX-M-9723(1)

CONTRACT NO: 8819 SECTION: SE Duke St.-SE Clatsop St., SE 72nd Ave.

PRELIMINARY ENGINEERING (Prefix No. 326-1999):

Resident Engineer	$ 1,173.26
Work Performed by County	14,770.70
Final Design	880.11
Soils & Geology	1,573.65
Signing	64.44
Utility Liaison	16.80
Audit Expense	6.40
Project Management	82.10
Specifications	735.24
Administrative Services	26.18
Environmental Section	1,355.42
Planning	61.36
TOTAL P.E.	$ 20,745.66
Less Federal Funds	-17,799.78
COUNTY SHARE P.E.	$ 2,945.88

CONSTRUCTION (Prefix No. 326-1009):

Payment to Contractor	$581,555.78
Interest Paid Contractor	2,081.19
Construction Engineering	79,677.13
Audit Expense	157.58
Project Management	104.73
Construction Section	250.39
EEO Monitoring	112.61
TOTAL CONST.	$663,939.41
Less Federal Funds	-567,115.44
COUNTY SHARE	$ 96,823.97

SUMMARY

COUNTY SHARE P.E.	$2,945.88	
Credit for Work by County	-2,092.59	
P.E. AMOUNT DUE FROM COUNTY		$ 853.29
COUNTY SHARE CONST.	$ 96,823.97	
Less Const. Advance Deposit	-109,120.00	
Credit for Work by County	- 9,595.33	
CONST. REFUND DUE COUNTY		$ 21,891.36

TOTAL REFUND DUE COUNTY: $21,891.36 - $853.29 = $ 21,038.07

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11/8/82

COUNTY: MULTNOMAH AGREEMENT NO: 6076 PROJECT NO: IX-M-9723(1)

CONTRACT NO: 8819 SECTION: SE DUKE ST.-SE CLATSOP ST., SE 72ND AVE.

CREDIT FOR WORK BY COUNTY:

P.E.	TOTAL BILLED BY COUNTY	$14,736.56
	REIMBURSED TO COUNTY AT 85.8 %	(12.643.97)
	NET CREDIT TO COUNTY	2,092.59
	CONSTRUCTION TOTAL BILLED BY COUNTY	$67,572.74
	REIMBURSED TO COUNTY AT 85.8 %	(57,977.41)
	NET CREDIT TO COUNTY	9,595.33

8819 326-1009 426-1018 426-1907 326-1999

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-22-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 3/1/77

TO 5/26/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-H-9723(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 14,736.56	$ 14,736.56	85.80%	$ 12,643.97	$ 12,643.97	$ 0.00
6,009.10	6,009.10	88.00%	5,288.01	5,288.01	0.00
67,872.74	67,872.74	85.77%	57,967.14	57,967.14	0.00
596,337.87	593,632.15	85.77%	509,160.30	509,860.30	0.00
$684,655.97	$681,960.55	---	$584,915.22	$584,915.22	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 6/22/82

PASSED FOR PAYMENT

BY V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Duke St.-S.E. Clatsop St. Section County Road in Multnomah County					
	Preliminary Engineering					
	Type Code P.E.				$ 6,002.70	
	State	All Required			14,736.56	
	Multnomah County				$ 20,739.26	
	Total Participating Preliminary Engineering					
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+22 To Sta. 52+58.02)					
	Final Contract Payment Summary	Lump Sum			$580,931.55	
	Construction Engineering					
SFO	#1 To document State Engineering Cost	All Required			4.70	
	State	All Required			12,425.71	
	Multnomah County	All Required			67,572.74	
	Total Participating Construction Engineering				$ 80,003.15	
	Misc. Project Cost					
	Audit (P.E.)	All Required			$ 6.40	
	EEO Monitoring Expense	All Required			112.61	
	Audit Expense (State)	All Required			157.58	
	Total Misc. Project Participating Cost				$ 276.59	
	Total Participating Project Cost				$681,950.55	
	Nonparticipating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 624.23	
	Interest on Final Payments	All Required			2,081.19	
	Total Nonparticipating Project Cost				$ 2,705.42	
	Total Project Cost				$684,655.97	

Prepared based on Participating Costs as shown on Federal Billing as of 5/13/82.

AMOUNT CARRIED FORWARD

TOTAL TO DATE JOB COST SUMMARY — JULY 1982

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
	326	1997	920	00 P 1		
			TOT	P1		
			** JOB TOTALS **		**	
SE 7TH-SE 82ND SE DIV COR	CONT NO		FA PROJ NOS XI		800001 100	
	326	1998	296	00 N 9	.81	.81
	326	1998	298	00 N 9	.81CR	.81CR
	326	1998	901	00 P 1		
	326	1998	902	00 P 1		
	326	1998	920	00 P 1	86.56	86.56
	326	1998	923	00 P 1		
			TOT	P1	86.56	86.56
			** JOB TOTALS **		86.56 **	86.56
SE DUKE-SE CLATSOP	CONT NO	*	FA PROJ NOS XI		723001 100 N	723001
	326	1999	296	00 N 9	Tr. St.	
	326	1999	298	00 N 9	" Fed.	
	326	1999	901	00 P 1	Des. Engr.	
	326	1999	903	00 P 1	Pay LOC. Govt	
	326	1999	905	00 P 1	Fin. Des.	
	326	1999	910	00 P 1	S & G.	
	326	1999	911	00 P 1	Signing	
	326	1999	914	00 P 1	Ut. Lias.	
	326	1999	915	00 P 1	Audit	
	326	1999	920	00 P 1	P.M.	
	326	1999	921	00 P 1	Specs	
	326	1999	922	00 P 1	Adm. Serv.	
	326	1999	923	00 P 1	Env. sec.	
	326	1999	924	00 P 1	Planning	
			TOT	P1		
			** JOB TOTALS **		**	
MAIN ST-LACREOLE, DALLAS	CONT NO	*	FA PROJ NOS M		120001 100	
	327	1967	295	00 N 9		
	327	1967	296	00 N 9		
	327	1967	298	00 N 9		
	327	1967	901	00 P 1		
	327	1967	901	00 N 1		
	327	1967	902	00 P 1		
	327	1967	903	00 P 1		
	327	1967	905	00 P 1		
	327	1967	907	00 P 1		
	327	1967	909	00 P 1		
	327	1967	910	00 P 1		
	327	1967	911	00 P 1		
	327	1967	913	00 P 1		

NT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	1997	920	00 P 1			15.53	
							73.73	
			TOT	P1			73.73	**
			** JOB TOTALS **		**	**		

STATE

CONT NO		FA PROJ NOS XI 800001 100					
326	1998	296	00 N 9	.81	.81	980.88CR	
326	1998	298	00 N 9	.81CR	.81CR	980.88	
326	1998	901	00 P 1			1,001.68	
326	1998	902	00 P 1			80.70	
326	1998	920	00 P 1	86.56	86.56	102.09	
326	1998	923	00 P 1			56.07	
		TOT	P1	86.56	86.56	1,240.54	
		** JOB TOTALS **		86.56 **	86.56 **	1,240.54	**

STATE

CONT NO		* FA PROJ NOS XI 723001 100 M 723001			
326	1999	296	00 N 9 Tr. St.	5,155.81CR	
326	1999	298	00 N 9 " Fed.	5,155.81	
326	1999	901	00 P 1 Res. Engr.	1,173.26	✓
326	1999	903	00 P 1 Pay Loc. Govt	34.14	✓
326	1999	905	00 P 1 Fin. Decs.	880.11	✓
326	1999	910	00 P 1 S & G.	1,573.65	✓
326	1999	911	00 P 1 Signing	64.44	✓
326	1999	914	00 P 1 Ut. Lias.	16.80	✓
326	1999	915	00 P 1 Audit	6.40	✓
326	1999	920	00 P 1 P.M.	82.10	✓
326	1999	921	00 P 1 Specs.	735.24	✓
326	1999	922	00 P 1 Adm. Serv.	26.18	✓
326	1999	923	00 P 1 Env. sec.	1,355.42	✓
326	1999	924	00 P 1 Planning	61.36	✓
		TOT	P1	6,009.10	
		** JOB TOTALS **		** **	6,009.10 **

STATE

CONT NO		* FA PROJ NOS M 120001 100		
327	1957	295	00 N 9	1,820.00
327	1957	296	00 N 9	36,661.10CR
327	1957	298	00 N 9	34,841.10
327	1957	901	00 P 1	21,421.51
327	1957	901	00 N 1	104.27
327	1957	902	00 P 1	49.29
327	1957	903	00 P 1	21.80
327	1957	905	00 P 1	7,786.23
327	1957	907	00 P 1	2.40
327	1957	909	00 P 1	5,137.23
327	1957	910	00 P 1	1,807.51
327	1957	911	00 P 1	231.47
327	1957	913	00 P 1	1,542.51

TOTAL TO DATE JOB COST SUMMARY — JULY 1982

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE
	326	1008	900	00	P	1		
	326	1008	900	00	P	2		
	326	1008	900	03	P	1		
	326	1008	915	00	P	1		
	326	1008	920	00	P	1		
	326	1008	948	00	N	1		
			TOT	P1				
			TOT	P2				
			TOT	N1				
			** JOB TOTALS **				**	**
SE DUKE-SE CLATSOP	CONT NO 8819 * FA PROJ NOS X1 723001 100 M 723001							
	326	1009	201	00	P	1	Pav Cont.	
	326	1009	201	00	N	1	"	
	326	1009	206	00	N	1	Interest	
	326	1009	296	00	N	9	Tr. St.	
	326	1009	297	00	N	9	" CO	
	326	1009	298	00	N	9	" Fed.	
	326	1009	900	00	P	1	Const. Engr.	
	326	1009	900	00	N	1	" "	
	326	1009	900	01	P	1	" "	
	326	1009	915	00	P	1	Audit	
	326	1009	920	00	P	1	P.M.	
	326	1009	945	00	P	1	Const Section	
	326	1009	948	00	P	1	Const. Engr.	
	326	1009	985	00	P	1	EEO Monitor.	
			TOT	P1				
			TOT	N1				
			** JOB TOTALS **				**	**
SE BYBEE BLVD-SE 23RD PORT	CONT NO 8857 * FA PROJ NOS X1 00C006 100							
	326	1010	201	00	P	1		
	326	1010	206	00	N	1		
	326	1010	295	00	N	9		
	326	1010	296	00	N	9		
	326	1010	298	00	N	9		
	326	1010	900	00	P	1		
	326	1010	900	01	P	1		
	326	1010	903	00	P	1		
	326	1010	915	00	P	1		
	326	1010	920	00	P	1		
	326	1010	945	00	P	1		
			TOT	P1				
			TOT	N1				
			** JOB TOTALS **				**	**
142ND AV BR JOHNSN CRK PTLD	CONT NO 8884 * FA PROJ NOS S0S 601007 100							
	326	1011	201	00	P	1		

PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
326	1008	900	00	P 1			18.57	79	81
326	1008	900	00	P 2			71.09	81	81
326	1008	900	03	P 1			137.43	79	81
326	1008	915	00	P 1			592.39	79	82
326	1008	920	00	P 1			13.43	78	78
326	1008	948	00	N 1			12.90	82	82
		TOT	P1				2,133.19		
		TOT	P2				105,179.17		
		TOT	N1				12.90		
		** JOB TOTALS **				**	107,325.26 **		

CONT NO 8819 * FA PROJ NOS XI 723001 100 M 723001 STATE

326	1009	201	00	P 1	Pay Cont.	580,931.55 ✓	79	81
326	1009	201	00	N 1	" "	624.23 ✓	81	81
326	1009	206	00	N 1	Interest	2,081.19 ✓	81	81
326	1009	296	00	N 9	Tr. St.	601,978.30CR ✓	79	82
326	1009	297	00	N 9	" CO	92,820.00 ✓	79	79
326	1009	298	00	N 9	" Fed.	509,158.30 ✓	79	82
326	1009	900	00	P 1	Const. Engr.	11,617.42 ✓	78	81
326	1009	900	00	N 1	" "	29.10 ✓	78	78
326	1009	900	01	P 1	" "	4.70 ✓	78	81
326	1009	915	00	P 1	Audit	157.58 ✓	81	81
326	1009	920	00	P 1	P.M.	104.73 ✓	78	81
326	1009	945	00	P 1	Const. Section	250.39 ✓	81	81
326	1009	948	00	P 1	Const. Engr.	453.17 ✓	81	82
326	1009	985	00	P 1	EEO Monitor.	112.61	79	80
		TOT	P1			593,632.15		
		TOT	N1			2,734.52		
		** JOB TOTALS **				** 596,366.67 **		

CONT NO 8857 * FA PROJ NOS XI 00C006 100 STATE

326	1010	201	00	P 1		41,275.64	79	80
326	1010	206	00	N 1		8.70	80	80
326	1010	295	00	N 9		1,930.00	79	82
326	1010	296	00	N 9		43,081.33CR	79	81
326	1010	298	00	N 9		41,151.33	79	81
326	1010	900	00	P 1		2,650.57	79	81
326	1010	900	01	P 1		409.89	79	80
326	1010	903	00	P 1		3,416.56	79	81
326	1010	915	00	P 1		155.61	81	81
326	1010	920	00	P 1		41.95	79	79
326	1010	945	00	P 1		11.70	81	81
		TOT	P1			47,961.92		
		TOT	N1			8.70		
		** JOB TOTALS **				** 47,970.62 **		

CONT NO 8884 * FA PROJ NOS SOS 601007 100 STATE

326	1011	201	00	P 1		30,413.55	79	90

TOTAL TO DATE JOB COST SUMMARY — JULY 1982

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
	426	1906	903	00 P 1		
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
SE DUKE-SE CLATSOP	CONT NO		* FA PROJ NOS XI	723001 100		
	426	1907	598	00 N 9		
	426	1907	903	00 P 1		
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
BROADWAY BR-W APPR	CONT NO		* FA PROJ NOS XI	000003 100		
	426	1911	598	00 N 9		
	426	1911	903	00 P 1		
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
BANFIELD TRANSITWAY	CONT NO		FA PROJ NOS XI	323029 100 X10 323029		
	426	1912	598	00 N 9		
	426	1912	903	00 P 1		
	426	1912	904	00 P 1		
	426	1912	904	00 P 2		
			TOT	P1		
			TOT	P2		
			TOT	N9		
			** JOB TOTALS **		**	
FAIRVIEW @ HALSEY	CONT NO		* FA PROJ NOS XI	867002 100		
	426	1914	598	00 N 9		
	426	1914	903	00 P 1		
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
SE 257TH-SE DIV	CONT NO		FA PROJ NOS SOS	600001 100		
	426	1915	598	00 N 9		
	426	1915	903	00 P 1		
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
N NEWMAN-N WOLLSEY PTLD	CONT NO		FA PROJ NOS SOS	601002 100		
	426	1917	598	00 N 9		

NT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	426 1906	903	00 P 1			13,981.20
		TOT	P1			13,981.20
		TOT	N9			13,981.20CR
		** JOB TOTALS **		**	**	**
						STATE
CONT NO	* FA PROJ NOS XI	723001 100				12,643.97CR
426	1907	598	00 N 9			12,643.97
426	1907	903	00 P 1			12,643.97
		TOT	P1			12,643.97CR
		TOT	N9			**
		** JOB TOTALS **		**	**	
						STATE
CONT NO	* FA PROJ NOS XI	000003 100				4,465.45CR
426	1911	598	00 N 9			4,465.45
426	1911	903	00 P 1			4,465.45
		TOT	P1			4,465.45CR
		TOT	N9			**
		** JOB TOTALS **		**	**	
						STATE
CONT NO	FA PROJ NOS XI	323029 100 X10 323029				1,574,404.11CR
426	1912	598	00 N 9			451,410.45
426	1912	903	00 P 1			1,022,993.66
426	1912	904	00 P 1			100,000.00
426	1912	904	00 P 2			1,474,404.11
		TOT	P1			100,000.00
		TOT	P2			1,574,404.11CR
		TOT	N9			**
		** JOB TOTALS **		**	**	
						STATE
CONT NO	* FA PROJ NOS XI	867002 100				1,762.26CR
426	1914	598	00 N 9			1,762.26
426	1914	903	00 P 1			1,762.26
		TOT	P1			1,762.26CR
		TOT	N9			**
		** JOB TOTALS **		**	**	
						STATE
CONT NO	FA PROJ NOS SOS	600001 100				4,342.99CR
426	1915	598	00 N 9			4,342.99
426	1915	903	00 P 1			4,342.99
		TOT	P1			4,342.99CR
		TOT	N9			**
		** JOB TOTALS **		**	**	
						STATE
CONT NO	FA PROJ NOS SOS	601002 100				3,329.09CR
426	1917	598	00 N 9			

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 198

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO
SE DUKE-SE CLATSP 72ND AVE	CONT NO		& FA PROJ NOS XI	723001	100	
	426	1010	598	00	N 9	
	426	1010	903	00	P 1	
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
JOHNSON CRK BR SE 142ND	CONT NO		FA PROJ NOS SOS	601007	100	
	426	1013	598	00	N 9	
	426	1013	903	00	P 1	
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
FAIRVIEW AV & HALSEY ST	CONT NO		& FA PROJ NOS XI	867002	100	
	426	1014	598	00	N 9	
	426	1014	903	00	P 1	
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
SE MORRISON BR RAMP	CONT NO		FA PROJ NOS XI	026010	100	
	426	1015	598	00	N 1	
	426	1015	598	00	N 9	
	426	1015	903	00	P 1	
			TOT	P1		
			TOT	N1		
			TOT	N9		
			** JOB TOTALS **		**	
SE KERRYSTRE 3P ELMWD 39TH	CONT NO		& FA PROJ NOS XI	699001	100	
	426	1016	270	00	P 1	
	426	1016	270	03	P 1	
	426	1016	598	00	N 9	
	426	1016	903	00	P 1	
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	
ROSS ISLAND BR-SE 50TH	CONT NO		FA PROJ NOS XI	699001	100	
	426	1017	598	00	N 9	
	426	1017	903	00	P 1	
			TOT	P1		
			TOT	N9		
			** JOB TOTALS **		**	

ENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
CONT NO	$ FA PROJ NOS XI	723001 100					STATE	
426	1010	598	00 N 9			$7,957.14CR	79	82
426	1010	903	00 P 1			$7,957.14	79	82
		TOT	P1			$7,957.14		
		TOT	N9			$7,957.14CR		
		** JOB TOTALS **		**	**	**		
CONT NO	FA PROJ NOS SOS	601007 100					STATE	
426	1013	598	00 N 9			5,084.34CR	79	81
426	1013	903	00 P 1			5,084.34	79	80
		TOT	P1			5,084.34		
		TOT	N9			5,084.34CR		
		** JOB TOTALS **		**	**	**		
CONT NO	$ FA PROJ NOS XI	867002 100					STATE	
426	1014	598	00 N 9			1,330.30CR	80	80
426	1014	903	00 P 1			1,330.30	80	80
		TOT	P1			1,330.30		
		TOT	N9			1,330.30CR		
		** JOB TOTALS **		**	**	**		
CONT NO	FA PROJ NOS XI	026010 100					STATE	
426	1015	598	00 N 1	[illegible]CR			80	82
426	1015	598	00 N 9	26		15,641.15CR	80	82
426	1015	903	00 P 1			15,641.15	80	81
		TOT	P1			15,641.15		
		TOT	N1	[illegible]CR				
		TOT	N9	[illegible]		15,641.15CR		
		** JOB TOTALS **		**	**	**		
CONT NO	$ FA PROJ NOS XI	699001 100					STATE	
426	1016	270	02 P 1			1,788.08	82	82
426	1016	270	03 P 1			1,861.06	82	82
426	1016	598	00 N 9			61,861.16CR	80	82
426	1016	903	00 P 1			58,202.02	80	82
		TOT	P1			61,861.16		
		TOT	N9			61,861.16CR		
		** JOB TOTALS **		**	**	**		
CONT NO	FA PROJ NOS XI	699002 100					STATE	
426	1017	598	00 N 9			15,410.27CR	80	81
426	1017	903	00 P 1			15,410.27	80	80
		TOT	P1			15,410.27		
		TOT	N9			15,410.27CR		
		** JOB TOTALS **		**	**	**		

STATE COPY

8819

cy: State (H S Coulter)

5 26 8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-30-81	William C. Farr, FHWA Engr. Trainee		M-IX-9723(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-21-79	2-4-81	71 %	160 W.D.
APPROVED EXTENSIONS	**LOCATION**		
--	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DUKE-CLATSOP STREETS SECTION (72nd AVENUE)
Grading, Widening, Paving

All contract work on this project has been completed and is acceptable. Subcontractor forces constructed a short concrete wall between the new sidewalk and private property at Sta. 6+00 left. Top soil, seeding, and bark mulch was added to the contract and has been completed in a satisfactory manner.

RECEIVED
STATE HWY ENGR
MAY 27 '81
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5318

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5-18-81	TITLE Field Operations Engineer	DATE 5/26/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8819

February 13, 1981

Safeco Insurance Company
1500 S.W. First Avenue
Portland, OR 97201

COM 5
#8819

Gentlemen:

On February 9, 1981, we wrote to you concerning release of final payment on Contract No. 8819 awarded to Oregon Asphaltic Paving Company for work on the S.E. Duke Street-S.E. Clatsop Street Section of FAU 9721 (S.E. 72nd Avenue) in Multnomah County.

Final payment on this contract is $14,106.32 and the total contract amount is $581,555.78 including $19,039.84 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Oregon Asphaltic Paving Co.
1220 S.E. 190th Avenue
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8819

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-69		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County MULTNOMAH
MODIFICATION NUMBER 2	2/11/81	Project Number IX-M-9723(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 22, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 661,088.00	$ 699,922.00
Federal funds	$ 567,212.00	$ 600,533.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of February, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: E.J. Vallach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 9, 1981

Federal Aid Project
No. IX-M-9723(1)

S.E. Duke St.-S.E. Clatsop St. Section
County Road in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 28,020.00

Type Code 6201
Roadway (Sta. 0+22 to Sta. 52+58.02)

Subtotal of previous estimate of Oct. 23, 1978			$557,769.15
Additional Items			
Grading, Topsoil, Seeding (P.A. #3)	41,114.8 Sq. Ft.	0.20	$ 8,222.96
Excavate Soft Spots & Dispose (E.W.O. #2)		All Required	14,835.44
Const. 6" thick Conc. Wall (E.W.O. #3)		All Required	3,514.16
			$ 26,572.56
		Increase	$ 26,572.56
		Subtotal	584,341.71
		Engineering	87,650.29
		TOTAL	$671,902.00

Length of project ---------- 0.992 mile
Cost of project per mile ----------$677,320.56

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Fed. Funds	County Funds
Preliminary Engineering	U-W36	$ 1,500.00	$ 1,287.00	$ 213.00
Preliminary Engineering	IX-823	26,520.00	22,753.00	3,767.00
Construction	IX-823	671,902.00	576,493.00	95,409.00
TOTAL		$699,922.00	$600,533.00	$ 99,389.00

Group 1-IX-100%
Contract No. 8819
Prefix 326-1999
Prefix 326-1009

Group 2M-0%

8819

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-57		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	11-3-78	Project Number IX-M-9723(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 22, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 28,020 1,287 - M	$ 661,088 1,287 - M
Federal funds	$ 22,753 - IX	$ 565,925 - IX
Other revisions		

This modification is made for the following reasons: Addition of construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of November, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

G - File

Oregon State Highway Division
Salem, Oregon, October 23, 1978

Federal Aid Project
No. IX-M-9723(1)

S.E. Duke St.-S.E. Clatsop St. Section
County Road in Multnomah County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 28,020.00

Type Code 6201
Roadway (Sta. 0+22 to Sta. 52+58.02)

Mobilization	All Required		$ 2,500.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	299 Sq.Ft.	8.00	2,392.00
Flagmen	1,000 Hour	18.00	18,000.00
Clearing and Grubbing	All Required		10,890.00
Removal of Structures and Obstructions	All Required		1,760.00
General Excavation	10,565 Cu.Yd.	3.96	41,837.40
Extra for Pavement Removal	13,000 Sq.Yd.	1.54	20,020.00
Sand Fill	500 Cu.Yd.	8.80	4,400.00
Watering	200 M-gal.	10.00	2,000.00
Bituminous Base Mixture	9,200 Ton	14.20	130,640.00
Asphalt Cement in Base Mixture	700 Ton	90.00	63,000.00
1-1/2" - 0 Aggregate Base	5,400 Ton	6.77	36,558.00
3/4" - 0 Aggregate Base	25 Ton	7.11	177.75
Class "C" Asphalt Concrete Mixture	3,050 Ton	18.60	56,730.00
Special Dust Oil	25 Ton	110.00	2,750.00
8-inch Sewer Pipe	460 Lin.Ft.	11.00	5,060.00
Concrete Sumps	16 Each	990.00	15,840.00
Concrete Inlets, Type PB	27 Each	360.00	9,720.00
Setting Monument Boxes	4 Each	150.00	600.00
4-inch Concrete Walks and Driveways	4,900 Sq.Yd.	11.80	57,820.00
6-inch Concrete Driveways	2,600 Sq.Yd.	14.06	36,556.00
Concrete Curbs	10,600 Lin.Ft.	2.83	29,998.00
Concrete Steps	75 Lin.Ft.	8.80	660.00
Extra for Asphalt Approaches	20 Each	50.00	1,000.00
			$555,909.15

Anticipated Items

Permanent Pavement Striping	All Required		$ 860.00
Temporary Erosion Control	All Required		200.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,860.00

Oregon State Highway Division
Salem, Oregon, October 23, 1978

Federal Aid Project
No. IX-M-9723(1)

Subtotal	$557,769.15
Engineering	75,298.85
Total	$633,068.00

Length of Project - - - - - 0.992 Mi.
Cost of Roadway Per Mile - $638,173.38

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	County Fund
Preliminary Engineering (U-W36)	$ 1,500	$ 1,287	$ 213
Preliminary Engineering (IX-694)	26,520	22,753	3,767
Construction (IX-694)	633,068	543,172	89,896
Total	$661,088	$567,212	$93,876

Group 1 IX - 100%; Group 2M - 0%
Contract No. 8819
Prefix 326-1999
Prefix 326-1009

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
8-213	FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
	8-22-77	Project No.: IX-M-9723(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. SCL Portland to Clackamas Co. Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-1-77	1.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 28,020	$ 1,287 Urban System $ 22,753 IX

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 22 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, OR Aug. 17, 1977

Federal Aid Project
No. IX-M-9723(1)

S.E. Duke St.-S.E. Clatsop St. Section
County Road In Multnomah County

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$28,020.00
	Total	$28,020.00

Length of Project - - - - - - - - 1.0 mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	County Funds
P.E. (Urban System W36)	$ 1,500.00	$ 1,287.00	$ 213.00
P.E. (IX funds)	26,520.00	22,753.00	3,767.00
SUBTOTAL	$ 28,020.00	$ 24,040.00	$ 3,980.00
Retain In Program			
Construction (IX funds)	$431,990.00	$370,640.00	$61,350.00
TOTAL	$460,010.00	$394,680.00	$65,330.00

Group 1 - IX - 100%
Group 2 - Urban System (W36) - 0%
Prefix 326-1999

#2817

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9723(1)
SE. Duke-SE. Clatsop
Contract No. 8819
Project Acceptance

Date: January 28, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. M. D. Glenn, Quality Control Engineer

Based on the data submitted with Mr. Glenn's letter of January 26, 1981, the project acceptance problems have been satisfactorily resolved. I have reconsidered the participation issue related to additional depth of PMBB and find the additional thickness to be of minor significance.

Project acceptance is conditioned on full application of the price adjustments noted in Mr. Glenn's letter. No further adjustment is necessary.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

E.J. Valach

cc:
OSHD (C T Keasey, Const)
1-29-81
H.S. Coulter
Marion Crandt
Ray T. Heinz
Roger Gebauer
Robert Church
John Jenkins

RECEIVED
STATE HWY ENGR
JAN 30 '81
REFER TO

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JAN 29 1981
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

8819

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 26, 1981

CON 5 #8819

RECEIVED
STATE HWY ENGR
JAN 28 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: G. L. Green, Division Administrator
Federal Highway Administration
Attn: Glenn K. Hossner, Field Operations Engr.

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: S.E. Duke Street-S.E. Clatsop Street
FAP No. M-IX-9723(1)
Contract No. 8819
Untested A.C. Mixtures and A.C. Compaction

The following data is provided for your review in accordance with Glenn Hossner's request of December 23, 1980 meeting:

Inspection Report No. 3 - Recommendations 2 and 3

The Test Result Summary submitted by Multnomah County indicates 8,114.68 tons of PMBB were incorporated into this project. 6,263.13 tons of this material were tested during placement while 1,851.58 tons were untested. 1,266.33 tons of this untested material were placed in relatively small quantities over a period of 12 separate days, while 585.24 tons were placed the afternoon of August 17, 1979 when the actual paving operations began. One thousand (1,000) tons of bituminous mixtures are the maximum project quantities accepted under the small quantity guidelines. Mr. Clayton Arthur's letter of May 22, 1980 documents the quantities used and reasons for not testing.

Additional test results were submitted by the County following our notification that State and Federal participation would not be made for any PMBB materials which were untested or placed to more than the design depth. These results were from a sample purportedly taken from a truck at the plant on August 6, 1979, which was not included with other Daily Plant Reports and from three cores cut by the County at locations where the untested materials had been placed. The quantities of untested materials represented by each core test was not noted. This information was necessary, however, as payment for the asphalt in the mixture was based on rotorex test results.

Mr. L. E. Benjamin's letter of December 18, 1980 was submitted to document the quantities of mixture represented by these tests. The results of Sample 1-A and Cores #2 and #3 indicate compliance with specifications. The results of Core #1 did not comply with the gradation requirements for 3/4"-0 PMBB.

In addition to the quantity of untested PMBB A.C. mixture, there was also 254.99 tons of Class "C" A.C. mixture that was not tested. This material was placed over a period of four different days for driveway connections approximately one month after the paving was completed. Cores of this material were not obtained. In view of the handwork involved and the relatively small quantities placed on three of the four days, it is doubtful core tests would be indicative of the material placed.

Price adjustments in the amounts of $1,144.39 and $1,266.47 were computed for acceptance of non-specification PMBB and Class "C" mixtures which had been tested. Instead of preparing price agreements and submitting them to the contractor, Multnomah County returned them to us. These adjustments have since been returned to our Liaison Engineer with instructions to assist the County Engineer through the necessary procedures to process these adjustments with the contractor.

The normal price adjustment for acceptance of the 585.24 tons of PMBB represented by Core Test #1 would amount to $624.23. I question that this amount could be collected from the contractor. I have recommended this amount be assessed the county on a non-participating basis. This, of course, is subject to your review and approval as to the method the untested materials were retested and the quantities represented by each test.

Cores cut between S.E. Duke and S.E. Flavel (0+00 to 26+38) do indicate the average depth of the PMBB material is slightly greater (0.2 inches) than the design thickness of 6 inches. The average overall depth, including the Class "C" wearing surface through this area is 8.05 inches. The final quantities of both the PMBB and Class "C" mixtures underran the contract amounts by 11.8% and 3.3%. In view of the relatively close compliance with the total design depth and the substantial underrun in quantities would you reconsider the recommendation not to participate in costs for the additional PMBB material?

Inspection Report No. 4 - Testing

Four additional cores Nos. 25 — 28, were taken November 21, 1979 between Stations 2+00 and 19+00 as recommended by Vince Tabor, Area Engineer. The results, which average approximately 1.8% higher compaction than indicated by the cores cut October 25, 1979 confirm that consolidation problem of the Class "C" mixture was widespread.

A price adjustment in the amount of $203.35 was computed in accordance with our standard procedures for the low compaction results on the Class "C" mixture. This adjustment was submitted with the other adjustments to our Liaison Engineer for processing by Multnomah County.

A summary of price adjustments proposed to date for the acceptance of non-specification materials and work follows:

To be assessed contractor

PMBB A.C. Mixture - Gradation & Asphalt Content	$1,144.39
Class "C" A.C. Mixture - Gradation	1,266.47
PMBB A.C. - Low Compaction	59.40
Class "C" A.C. - Low Compaction	203.35
	$2,673.61

To be assessed County (Non-participating)

PMBB A.C. Mixture - Gradation	$ 624.23
Total	$3,297.84

Your acceptance of the project is requested if the proposed price adjustments meet with your approval. If not, please notify me of further actions to be taken before acceptance will be made.

MDG:fr

Att.

bc/Att.

H. S. Coulter
Marion Craft
Roy T. Heinz
Roger Gebauer
Robert Church

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

S.E. DUKE ST.-S.E. CLATSOP ST.
Depth of A.C. Mixtures in Place

Compaction Cores

	PMBB						CLASS "C"			TOTAL DEPTH	
Date	Test		Depth	Depth	Total	Depth	Test		Depth	In	
ampled	No.	Station	Top Lift	Btm. Lift	Depth	Specified	No.	Depth	Specified	Place	Specified
1979											
8-22	1 & 2	2 -	3.1	3.3	6.4	6.0					
" "	3 & 4	6 -	2.9	3.2	6.1	6.0					
" "	5 & 6	11 -	2.9	2.9	5.8	6.0					
8-22	7 & 8	19 -	3.2	3.2	6.4	6.0					
10-19	10 & 11	49 + 95	2.6	2.3	4.9	6.0	9	2.3	2.0	7.2	8.0
" "	13 & 14	47 -	2.9	3.1	6.0	6.0	12	2.5	2.0	8.5	8.0
" "	16 & 17	37 -	2.9	2.8	5.7	6.0	15	2.3	2.0	8.0	8.0
10-19	19 & 20	32 -	2.5	2.6	5.1	6.0	18	2.0	2.0	7.1	8.0
10-23		2 -			6.4	6.0	21	1.7	2.0	8.1	8.0
" "		6 -			6.1	6.0	22	2.2	2.0	8.1	8.0
" "		11 -			5.8	6.0	23	2.0	2.0	7.8	8.0
10-23		19 -			6.4	6.0	24	1.8	2.0	8.2	8.0
11-21		4 -					25	2.5	2.0		
" "		9 -					26	2.3	2.0		
" "		10 -					27	1.8	2.0		
11-21		21 -					28	2.4	2.0		
Averages			2.9	2.9	5.8	6.0		2.2	2.0	7.9	8.0

Oregon Department of Transportation
HIGHWAY DIVISION

CONTRACT NO. EE19
SECTION SE. Duke - SE. Clatsop
FORM 734-7165 (10-77)

SUMMARY OF FAILING TEST RESULTS FOR PMBB BIT MIX
Class (B C.E. PMBB)
MIX DESIGN NO. 79-5213

SIEVE SIZE		PASS ___	3/4 PASS ___	3/8 PASS ___	#4 PASS ___	PASS #10	PASS #40		PASS #200		PASS #10 IN PASS 1.4"	SE. LL. PI. FP	ASPHALT 5.6	FAILING MATERIAL U	
DATE	TEST NO	OUT SPECS ①	OUT SPECS ② 5C-40	OUT SPECS ③ 55-75	OUT SPECS ④ 45-70	OUT SPECS Ⓐ	OUT SPECS Ⓑ	15 = (A-B) ⑤	OUT SPECS Ⓒ	2 = C ⑥	OUT SPECS ⑦	OUT SPECS ⑧	OUT SPECS 5.1-6.1 ⑨	MIX REP (Tons) Ⓜ	% AGG IN MIX EXCLUDING ASPHALT Ⓝ
1979															
E-6	No Tests													66.55	
E-7	"	"												76.85	
E-8	"	"												77.86	
E-9	"	"												74.82	
E-10	"	"												71.52	
E-13	"	"												116.60	
E-14	"	"												72.56	
E-15	"	"												136.90	
E-16	"	"												116.28	
E-17	No Tests													55.24	
E-20	2			1.0									C.2	1493.45	93.7
E-21	3			2.0										1433.70	94.0
9-20	No Tests													59.60	
9-21	"	"												119.25	
9-26	No Tests													278.14	
10-1	9										3			727.15	94.9

REDUCTION IN PRICE i.e. NON-SPEC MATERIAL

ASPH. CONTENT - 2.99 X $90.00 = $269.10
GRADATION - 61.61 X 14.20 = 875.29

$1144.39

6,264.11 Tons Tested

TOTALS 36,543.00

MIX QUANTITY - 15% 6114.6 E × .015 = 1217.22

Submit original mops and other substantiating data to Construction Engineer for pre-check prior to entering into a Price Agreement

If D... a price ad... computed

Oregon Department of Transportation
HIGHWAY DIVISION

SUMMARY OF FAILING TEST RESULTS FOR PM 313 BIT MIX
Class (B C.E. PMBB)

MIX DESIGN NO. 79-5213

DATE 6/26/79
COMPUTED BY MDG
SHEET 1 OF 2

TEST RESULTS										FAILING MATERIAL USED			QUANTITY FOR PRICE ADJUSTMENT			
	PASS #10	PASS #40		PASS #200		PASS #10 IN PASS 1.4"	SE. LL. PI FP	ASPHALT 5.6		MIX REP (Tons)	% AGG IN MIX EXCLUDING ASPHALT	AGG IN MIX COL 10x11 / 100	% AGG OUT SPEC SUM COL 17	NET AGG QUANTITY COL 12x13 / 100	NET ASPHALT QUANTITY COL 9x10 / 100	NET SG-#8 / PI-#40 / (No. per JMF)
	OUT SPECS (A)	OUT SPECS (B)	1.5 x (A-B) (C)	OUT SPECS (D)	2 x C (E)	OUT SPECS (7)	OUT SPECS (8)	OUT SPECS 5.1-6.1 (9)		(10)	(11)	(12)	(13)	(14)	(15)	(16) JMF
										66.55						
										76.85						
										77.86						
										79.82						1,393
										71.52						
										116.60						
										72.56						
										136.90						
										116.28						
										525.24						
									C.2	1493.45	93.7	1399.4	1.0	13.99	2.24	
										1433.70	94.0	1347.7	2.0	26.95		
										59.60						456
										119.25						
										278.14						
					3					727.15	94.9	690.1	3.0	20.70		

Oregon Department of Transportation
HIGHWAY DIVISION

CONTRACT NO 6819
SECTION S.E. Duke - SE Chtbrd.

SUMMARY OF FAILING TEST RESULTS FOR "C" Class (B.C.E. PMBB) BIT M
MIX DESIGN NO. 77-5522

FORM 734-2965 (10-77)

SIEVE SIZE		FAILING TEST RESULTS												FAILING MATERIAL	
		PASS _	PASS 1/2	PASS 1	PASS 1/4	PASS # 10	PASS # 40		PASS # 200		PASS # 10 IN PASS 1/4"	SE LL PI FP	ASPHALT 5.5		
DATE	TEST NO	OUT SPECS (1)	OUT SPECS (2)	OUT SPECS (3)	OUT SPECS 54-71 (4)	OUT SPECS 23-31 (A)	OUT SPECS 8-16 (B)	15 = (A+B) (5)	OUT SPECS 2-6 (C)	2 x C (6)	OUT SPECS (7)	OUT SPECS (8)	OUT SPECS 5.0-6.0 (9)	MIX REP (Tons) (10)	% AGG. IN MIX EXCLUDING ASPHALT (11)
1979															
									+1.2	2.4				645.44	94.5
10-2	2				-5.0									400-	94.8
10-3	3				-2.0									E256.1	94.0
"	4				-2.0	3.0		4.5						236.29	94.0
10-4	5														
		REDUCTION IN PRICE FOR NON-SPEC MI													
		GRADATION - 68.09 x $15.60 = $1066.47													
10-29															
11-12															
11-13															
11-14															

Oregon Department of Transportation
HIGHWAY DIVISION

SUMMARY OF FAILING TEST RESULTS FOR "C" BIT MIX
Class (B.C.E. PMBB)

MIX DESIGN NO. 77-5522

DATE 6/20/81
COMPUTED BY M.D.C.
SHEET 2 OF 2

TEST RESULTS									FAILING MATERIAL USED			QUANTITY FOR PRICE ADJUSTMENT			
4	PASS # 10	PASS # 40		PASS # 200		PASS # 10 IN PASS 1/4"	SE LL PI FP	ASPHALT 5.5	MIX REP (Tons)	AGG. IN MIX EXCLUDING ASPHALT	AGG IN MIX COL 10×11 / 100	AGG OUT SPEC SUM COL 17	NET AGG QUANTITY COL 12×13 / 100	NET ASPHALT QUANTITY COL 9×10 / 100	NET [illegible] COL 9×12
OUT SPECS -31 (5)	OUT SPECS 23-31 (A)	OUT SPECS 8-16 (B)	15 × (A+B) (5)	OUT SPECS 3-6 (C)	2 × C (6)	OUT SPECS (7)	OUT SPECS (8)	OUT SPECS 5.0-6.0 (9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
															UN-TESTED MTRL
				4.2	2.4				645.44	94.5	74E.9	2.4	19.17		
									400-	94.E	379.2	5.C	18.96		
.C									E25.6	94.0	776.1	2.0	15.52		
.C									236.29	94.C	222.1	6.5	14.44		
2.0	3.0		4.5												
TICK	IN	PRICE	FOR	NON-	SPEC	MTRL.									
-	68.09	×	15.60	=	1266.47										
															200.49
															15.5
															29.0
															10.5
															254.99
															252.98
									TOTALS	2,307.34		16.09			

TED)

JOB QUANTITY = 15% × 0.15 = 2,948.32 × 0.15 = 442.2 E

If "D" is greater than "E" a price adjustment must be computed.

uction

Oregon Department of Transportation

HIGHWAY DIVISION

CONTRACT NO. EE19

SECTION S.E. Duke - S.E. Clatsop

SUMMARY OF FAILING TEST RESULTS FOR PMBB BIT MIX
Class (B C E PMBB)

MIX DESIGN NO. 79-5213 Core Results - Hot

FORM 734-2965 10-77

5.6

DATE	TEST NO	FAILING TEST RESULTS: SIEVE SIZE 3/4 PASS ___ (1)	PASS ___ (2)	3/8" PASS ___ (3)	1/4 PASS ___ (4)	PASS #10 (A)	PASS #40 (B)	(5)	PASS #200 (C)	(6)	PASS #10 IN PASS 1 & 4 (7)	SE. LL PI FP (8)	ASPHALT (9)	FAILING MATERIAL USED: MIX REP (Tons) (10)	% AGG IN MIX EXCLUDING ASPHALT (11)	AGG MIX COL 1 100 (12)
		% OUT SPECS 95 100	% OUT SPECS	% OUT SPECS 55 75	% OUT SPECS 46 66	% OUT SPECS	% OUT SPECS	15 + (A-B)	% OUT SPECS	2 + C	% OUT SPECS 46 66	% OUT SPECS	% OUT SPECS 5.1 6.1			
1980																
8-1E	1			12.0	6.6						-		-	585.24	93.9	54.9

Reduction in Price for Non-Spec M

Gradation — 43.96 Tons X $14.25 = $624.23

TOTALS 585.24

ADJ. DENSITY = %
= 0.0 %

Oregon Department of Transportation

HIGHWAY DIVISION

SUMMARY OF FAILING TEST RESULTS FOR PMBB BIT MIX

Class (B C E PMBB)

MIX DESIGN NO. 79-5213

DATE 12-16-82

COMPUTED BY M.D. Glanz

Core Results - Untested Mtls. SHEET 1 OF 1

TEST RESULTS									FAILING MATERIAL USED			QUANTITY FOR PRICE ADJUSTMENT			
	PASS #10	PASS #40		PASS #200		PASS #10 IN PASS 1.4	SE. LL PI FP	ASPHALT 5.6	MIX REP (Tons)	% AGG IN MIX EXCLUDING ASPHALT	AGG IN MIX COL 10x11 / 100	% AGG OUT SPEC SUM COL 1-7	NET AGG QUANTITY COL 12x13 / 100	NET ASPHALT QUANTITY COL 3x10 / 100	NET SE LL PI FP COL 8x12
	% OUT SPECS (A)	% OUT SPECS (B)	1.5 x (A-B) (1)	% OUT SPECS (C)	2 x C (2)	OUT SPECS 4.6 (7)	% OUT SPECS (8)	OUT SPECS 6.1 (9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
						-		-	585.24	93.9	549.59	8.0	43.96		

Question in Price for Non-Spec Material

43.96 Tons x 14¢ = $6.24.23

TOTALS	585.24		43.96

MULTNOMAH COUNTY OREGON

DIVISION OF OPERATIONS AND MAINTENANCE
9659 N.E. HANCOCK DRIVE
PORTLAND, OREGON 97220
(503) 253-7595

DONALD E. CLARK
COUNTY EXECUTIVE

December 18, 1980

Mr. M. D. Glenn, Quality Control Engineer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: S.E. Duke - S.E. Clatsop See
S.E. 72nd Ave.
Contract 8819 - Prefix 326-1009

Dear Mr. Glenn:

"Additional Extraction Tests from Cores:

At the time of construction of S.E. 72nd Avenue PMBB base material was used to replace unsuitable material on subgrade. From 8-6-79 through 8-16-79 a total of 448.16 tons was used for this purpose. During the same period 361.175 tons were used for side street approaches for a total of 809.335. The contractor started the lay down at the PMBB late in the afternoon of 8-19-79, laying down a total of 585.6 tons. I was not informed of this until the following morning. To this point a total of 1394.935 tons not tested. Calculations show a total of 1850.57 not tested.

On 8-18-80 cores were taken from the roadway at the following locations and the number of tons each location represents.

Core #1	Sta 2 + 00 Rt curb	585.600
Core #2	Sta 39 + 00 Lt Travel	600.000
Core #3	Sta 34 + 10 Lt Tra. Lane	300.000
Core #1-A	Sta Truck at Plant	364.97
		1,850.5700

Hope this meets with your satisfaction and approval.

RECEIVED
DEC 24 1980
CONSTRUCTION BRANCH

Jackmond
Hopkins
Williams
Johnsen
Giem
Inlows
Widmer
Gebauer
Church

Very truly yours,

L. E. Benjamin
Materials Testing Technician

LEB:syr

AN EQUAL OPPORTUNITY EMPLOYER

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

Keasey — Richards
Jackmond — Berg
Hopkins — Inlow
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

RECEIVED
SEP 15 1980
CONSTRUCTION BRANCH

September 10, 1980

Dave Glenn
Construction Division
Oregon State Highway Department
325 13th St., N.E.
Salem, Oregon 97310

Re: S.E. Duke St. - S.E. Clatsop St. Contract #8819

Dear Dave:

In reply to Marion Crafts' letter of July 8, 1980, relative to non-spec and untested materials on the above named project, we have obtained 3 core samples, which represent 1,052 tons placed during August and September, 1979. A copy of these test results are enclosed, together with a copy of a test not previously submitted. This test represents 1,850 tons of P.M.B.B.

From August 6, 1979 to September 26, 1979 1,265.329 tons of P.M.B.B. were placed on 12 separate days; for an average of 105 tons per day. Our field personnel were of the opinion that testing of small amounts, such as these, was not required. All construction personnel are now aware of testing requirements.

The material used on the above dates was placed principally at the intersections of paved streets to provide traffic movement from and to 2nd Ave. to 72nd Ave. The vertical cut at these connections was 12" and the P.M.B.B. provided the most satisfactory means of traffic movement.

Hopefully, this additional data and explanation is sufficient for your full participation in the project.

Very truly yours,

SPENCER HILL
Construction Engineer

SH:bb

Encl.

cc: Marion Craft
Roger Gebauer *
*CC - Test Results 9/24/80

AN EQUAL OPPORTUNITY EMPLOYER

DAILY PLANT REPORT — BITUMINOUS MIXTURES

ON S.E Duke-SF Clatsop | HIGHWAY SE 72nd Ave | CONTRACT NO. 88

CONTRACTOR Oreg Asph Paving | SUPPLIER ORP | F.A. NUMBER D-IX-9725

MODEL, SIZE OF PLANT Stayton 4000 lb | BATCH / DRIER DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT Douglas AR-4000 | RES. ENG

S OF MIX 3/4"-0 PMDB | ☒ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐ S

SIEVE SIZE	TEST NO. 3 RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
1"	00	00	100			100						
3/4"	13	1.0	99			95/100						
1/2"	355	25	75									
3/8"	359	25	75			55/75						
#4	620	44	56			40/60						
#10	1062	75	25									
#40	1254	89	11									
#200	1416	94.8	5.6		44	4/14-10			4/10			
ASPHALT %	1501		5.7									
SAMPLED AT	3+10 Lft		TIME 6-1			TIME			TIME			TIME
MIX REPRESENTED												
DAILY TONNAGE AT TIME OF TEST												

EXTRACTED ASPHALT COMP. TEST NO:			(chk)		
WET WEIGHT OF MIX SAMPLE	1501		1501		
% MOISTURE IN MIX (FROM SEPARATE TEST) 23	%	%	0.2 %	%	%
DRY WT OF SAMPLE [1 ÷ (100 + 2) x 100			1498		
DRY WT OF EXTRACTED AGGREGATE	1416		1416		
WT OF EXTRACTED ASPHALT 3 − 4	5.5		82		
% EXTRACTED ASPHALT (5 ÷ 3) x 100	5.5 %	%	5.8 %	%	%
% ASPHALT RETENTION (FROM MIX DESIGN)	0.3 %	%	0.3 %	%	%
% ASPHALT IN MIX 6 + 7	5.8 %	%	6.1 %	%	%

MOIST. CONT. TE	
21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE [21 − 22 ÷ 22

REMARKS: LIST TIME & EXTENT

Core Sample
Station S
cut mate
and Samp

4 Nails bent

TIME SHIFT STARTS:

PRODUCTION TON. & ASPH. TANK SUMMARY

SHIFT			ACCUM		
	SPEC MTRL. INCORP.			SPEC MTRL. INCORP.	
	NON-SPEC INCORP.			NON-SPEC INCORP.	
	REJECTED			REJECTED	
	TOTAL			TOTAL	

BEGIN ASPHALT INVENTORY (TANK STICK)	T
ASPHALT RECEIVED (INVOICE)	T
END ASPHALT INVENTORY (TANK STICK)	T
ASPHALT THRU PLANT 13 + 14 − 15	T
ASPHALT DEDUCTED (REJECTED, ETC.)	T
ASPHALT USED 16 − 17	T
MIX USED [(12 − 11 ÷ (100 + 2)] x 100	T
% ASPHALT IN MIX (18 ÷ 19) x 100	%

TIME SUMMARY

SHIFT			ACCUM	
	HRS RUN			HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT)	°F
MIX TEMP. ON ROAD	°F
SHIFT WEATHER CONDITIONS	
TEMP AM °F PM °F	
FAIR CLOUDY RAIN WIND	

REPORT REVIEWED AND ACKN

INSPECTOR Dan Adam

CONTRACTOR Clayton

RESIDENT ENGINEER

12-16-80 - L.E. Benjamin
Stated tests requirements
300 Tons of material used in intersection
of 5 city streets to match
grade of side streets.
40/60

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

M 734-3083 (REV. 6-78)

AILY PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

Tap	HIGHWAY SE 72nd Ave	CONTRACT NO. 8819	PREFIX 326-1009	
	SUPPLIER OAP	F.A. NUMBER B-IX-9723 (1)	DATE 8-18-80	REPORT NO. 3
5th	BATCH / DRIER DRUM / CONTINUOUS	BRAND & GRADE OF ASPHALT Douglas AR4000	RES. ENGINEER Arthur	

☒ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.			TEST NO.			TEST NO.			LAB NO.		
RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
DRY WT.	%	%	DRY WT.	%	%	DRY WT.	%	%		%	
		100		12-16-80 -		L.E. Benjamin			100	100	1"
		95/100		Stated 4 lab test represents					99	90-100	3/4
				300 Tons of mix tested					78		1/2
25	(18)	55/75		material used on intersection					65	55-75	3/8
41.5		40/60		of 5 city streets to match					56	40-60	#4
54	34			grade of side streets.					24		10
40.4					40/60	Mike			9		40
25.2	44	14-10 - 10-0							3.7		#200
5.4		B			B			B	5.6	±0.5	AC
	TIME			TIME			TIME		CIRCLE ALL FAILING TEST RESULTS		

TEST NO:			(Chk)			MOIST. CONT. TEST NO:				
	1501		1501			21 WET WT. OF MIX SAMPLE				
	%	%	0.2 %	%	%	22 DRY WT. OF MIX SAMPLE				
			1498			23 % MOISTURE [[21] − [22]] ÷ [22] × 100				
	1416		1416			REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.				
	5.8		82			Core Sample taken at				
	5.6 %	%	5.8 %	%	%	Station 1 Shoup heated				
	0.3 %	%	0.3 %	%	%	cut, material removed				
	5.8 %	%	6.1 %	%	%	and Sample extracted				
						with belt bound tape				

SUMMARY		TIME SUMMARY				
. INCORP.		SHIFT	HRS RUN		ACCUM	HRS RUN
INCORP.			HRS DELAY			HRS DELAY
			TOTAL			TOTAL
		PRODUCTION RATE TONS/HR				

TIME SHIFT STARTS: TIME SHIFT ENDS:

T	MIX TEMP & WEATHER SUMMARY
T	AVERAGE TEMP. (PLANT) °F
T	MIX TEMP. ON ROAD °F
T	SHIFT WEATHER CONDITIONS
T	TEMP AM °F PM °F
T	FAIR CLOUDY RAIN WIND
T	
%	

REPORT REVIEWED AND ACKNOWLEDGED BY

L.E. Benjamin
INSPECTOR

Dan Adams
CONTRACTOR

Clayton Arthur
RESIDENT ENGINEER

Y) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXT

LOCATION: S.E Duke-S.E Clatsop | HIGHWAY: S.E 72nd Ave | CONTRACT N
CONTRACTOR: Oreg Asph Paving | SUPPLIER: OAP | F.A. NUMBER: A-IX-
MAKE, MODEL, SIZE OF PLANT: Standard 8000 | BATCH / DRIER DRUM / CONTINUOUS | BRAND & GRADE OF ASPHALT: Douglas AR4000
CLASS OF MIX: 3/4"-0 PMBB | ☒ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING

SIEVE SIZE	TEST NO. 2 RET. SINGLE SIEVE DRY WT.	%	PASS %
1"	00	0.0	100
3/4"	00	0.0	100
1/2"	343	22.4	78
3/8	565	36.9	63
1/4	717	46.8	53
10	1142	74.6	25
40	1355	89	11
#200	1531	94.3	5.7
ASPHALT %	1620		5.6
SAMPLED AT	39+00 LT.	TIME	
TONS REPRESENTED	Lot		
DAILY TONNAGE AT TIME OF TEST			

TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
	100	
	96/100	
53/69	65/75	
99/3	40/60	
53/		
44/3	25=47	
44/3	5= 42.7	
	TIME	

TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
12-16-80 L.E. Benjamin stated this test repres 600 Tons of untested material used to fill s. spots.		
		Mi Gum
44.10	10.0	44/60
	TIME	

TEST NO. RET. SINGLE SIEVE DRY WT.	%
	TIME

EXTRACTED ASPHALT COMP.

		TEST NO:							
1	WET WEIGHT OF MIX SAMPLE	1556	2		(Chk) 1620				
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.2 %		%	0.2 %		%		%
3	DRY WT OF SAMPLE [[1] ÷ (100 + [2])] x 100				1617				
4	DRY WT OF EXTRACTED AGGREGATE	1463			1531				
5	WT OF EXTRACTED ASPHALT [3] – [4]				86				
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.4 %		%	5.3 %		%		%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.3 %		%	0.3 %		%		%
8	% ASPHALT IN MIX [6] + [7]	5.7 %		%	5.6 %		%		%

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.		ACCUM	SPEC MTRL. INCORP.
10		NON SPEC INCORP.			NON SPEC INCORP.
11		REJECTED			REJECTED
12		TOTAL			TOTAL

13	BEGIN ASPHALT INVENTORY (TANK STICK)	T
14	ASPHALT RECEIVED (INVOICE)	T
15	END ASPHALT INVENTORY (TANK STICK)	T
16	ASPHALT THRU PLANT [13] + [14] – [15]	T
17	ASPHALT DEDUCTED (REJECTED, ETC.)	T
18	ASPHALT USED [16] – [17]	T
19	MIX USED [([14] – [11] ÷ (100 + [2]))] x 100	T
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100	%

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F
MIX TEMP. ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM °F PM °F
FAIR. CLOUDY RAIN WIND

MOIST. CONT

21	WET WT. OF MIX S
22	DRY WT. OF MIX S
23	% MOISTURE [2]

REMARKS: LIST TIME
Cart S
Station
cut yn
and

TIME SHIFT STARTS: 6 Nov 80

REPORT REVIEWED
INSPECTOR
CONTRACTOR
RESIDENT ENGINEE

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR.

PLANT REPORT – BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

HIGHWAY: S.E. 72nd Ave	CONTRACT NO.: 8819	PREFIX: 326-1005	
SUPPLIER: OAP	F.A. NUMBER: M-IX-9723(1)	DATE: 9-18-80	REPORT NO.: 2
BATCH / DRIER DRUM / CONTINUOUS	BRAND & GRADE OF ASPHALT: Douglas AR4000	RES. ENGINEER:	

☒ BITUMINOUS BASE ☐ BASE ☒ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
TIME			

TEST NO.	RET. SINGLE SIEVE DRY WT.	RET. SINGLE SIEVE %	PASS %
	12-16-80 L.E. Benjamin stated this test represents 600 Tons of untested material used to fill spots.		
		M. Dean	
		40/60	
TIME			

LAB NO. MIX DESIGN	TOLERANCE %	SIEVE SIZE
100	100	1"
99	90-100	3/4"
78		1/2"
65	55-75	3/8"
56	40-60	#4
24		#10
9		#40
3.7		#200
5.1	5.1-6.1	A.C.

CIRCLE ALL FAILING TEST RESULTS

TEST NO:			(Clk)			
	1556	2	1620			
	0.2 %	%	0.2 %	%	%	
			1617			
	1463		1531			
			86			
	5.4 %	%	5.3 %	%	%	
	0.3 %	%	0.3 %	%	%	
	5.7 %	%	5.6 %	%	%	

MOIST. CONT. TEST NO:				
21	WET WT. OF MIX SAMPLE			
22	DRY WT. OF MIX SAMPLE			
23	% MOISTURE ([21] – [22]) ÷ [22] × 100			

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

Core Sample Taken at Station shown, heated cut material removed and Sample extracted

@ North bound lane

TIME SHIFT STARTS: TIME SHIFT ENDS:

SUMMARY

INCORP.	
INCORP.	

TIME SUMMARY

SHIFT	HRS RUN	ACCUM	HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

T	AVERAGE TEMP. (PLANT)	°F
T	MIX TEMP. ON ROAD	°F
T	SHIFT WEATHER CONDITIONS	
T	TEMP AM °F PM °F	
T	FAIR. CLOUDY RAIN WIND	
T		
%		

REPORT REVIEWED AND ACKNOWLEDGED BY

L.E. Benjamin
INSPECTOR

Orin Adams
CONTRACTOR

Clayton Arthur
RESIDENT ENGINEER

CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT — BITUMINOUS MIXTURES

LOCATION: S.E Duke-S.E Clatsop | HIGHWAY: S.E 72nd Ave | CONTRACT NO. 8819
CONTRACTOR: Oly Asph Paving Co | SUPPLIER: OAP | F.A. NUMBER: M-1X-9723(
MAKE, MODEL, SIZE OF PLANT: Standard 8000 | ☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS | BRAND & GRADE OF ASPHALT: Douglas AC4000 | RES. ENGINEE
CLASS OF MIX: 3/4"-0 PMBO | ☒ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐ SHOUL

SIEVE SIZE	TEST NO. 1 RET. SINGLE SIEVE DRY WT.	%	PASS %
1"	00	00	100
3/4"	15	1.0	99
1/2"	167	11.4	89
3/8"	339	23.2	77
#4	503	34.4	66
10	1037	70.9	29
40	1266	86.5	13
#200	1463	93.5	6.5
ASPHALT %	1556		6.0
SAMPLED AT	2100 RT	TIME	
TONS REPRESENTED			
DAILY TONNAGE			
TIME OF TEST			

TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
TIME		

TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
100		Note:
90/100		12-16-80 Stated this tests
55/75		represents 565.24 Tons
40/60		placed afternoon of
		8-17-79 one panel
		wide next to curb 4" deep
1/4	10.0	10.0 40/60 Hot Lane
TIME		

TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %
TIME		

LAB
M
DE

EXTRACTED ASPHALT COMP.

		TEST NO:			Chk		
1	WET WEIGHT OF MIX SAMPLE	1556			1556		
2	% MOISTURE IN MIX (FROM SEPARATE TEST) [23]	0.2 %	%		0.2%	%	%
3	DRY WT OF SAMPLE [1] ÷ (100 + [2]) x 100				1553		
4	DRY WT OF EXTRACTED AGGREGATE	1463			1463		
5	WT OF EXTRACTED ASPHALT [3] – [4]				90		
6	% EXTRACTED ASPHALT ([5] ÷ [3]) x 100	5.8 %	%		5.8%	%	%
7	% ASPHALT RETENTION (FROM MIX DESIGN)	0.3 %	%		0.3%	%	%
8	% ASPHALT IN MIX [6] + [7]	6.1%	%		6.1%	%	%

PRODUCTION TON. & ASPH. TANK SUMMARY

9	SHIFT	SPEC MTRL. INCORP.		ACCUM	SPEC MTRL. INCORP.
10		NON-SPEC INCORP.			NON-SPEC INCORP.
11		REJECTED			REJECTED
12		TOTAL			TOTAL
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T		
14	ASPHALT RECEIVED (INVOICE)		T		
15	END ASPHALT INVENTORY (TANK STICK)		T		
16	ASPHALT THRU PLANT [13] + [14] – [15]		T		
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T		
18	ASPHALT USED [16] – [17]		T		
19	MIX USED [([12] – [11] ÷ (100 + [2])] x 100		T		
20	% ASPHALT IN MIX ([18] ÷ [19]) x 100		%		

TIME SUMMARY

SHIFT	HRS RUN		ACCUM	HRS RUN
	HRS DELAY			HRS DELAY
	TOTAL			TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

AVERAGE TEMP. (PLANT) °F
MIX TEMP. ON ROAD °F
SHIFT WEATHER CONDITIONS
TEMP AM F PM F
FAIR CLOUDY RAIN WIND

MOIST. CONT. TEST

21	WET WT. OF MIX SAMPLE
22	DRY WT. OF MIX SAMPLE
23	% MOISTURE ([21] – [22] ÷ [22] x

REMARKS: LIST TIME & EXTENT O
Core Samples Ta
Station shown
material represe
extracted
A South Bound

TIME SHIFT STARTS:

REPORT REVIEWED AND ACKNOW
L.E. Ben
INSPECTOR
Oran A Lon
CONTRACTOR
Clayton C
RESIDENT ENGINEER

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN)

FORM 734-3093 (REV. 6-78)

Y PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

	HIGHWAY S.E 72nd Ave	CONTRACT NO. 8819	PREFIX 326-1002	
	SUPPLIER OAP	F.A. NUMBER M-1X-9723(1)	DATE 8-18-80	REPORT NO 1
☐ BATCH ☐ DRIER DRUM ☐ CONTINUOUS	BRAND & GRADE OF ASPHALT Douglas AC-1000		RES. ENGINEER Arthur	

☑ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

TEST NO.			TEST NO.			TEST NO.			LAB NO.		
SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	RET. SINGLE SIEVE		PASS	MIX DESIGN	TOLERANCE	SIEVE SIZE
WT.	%	%	DRY WT.	%	%	DRY WT.	%	%		%	
			100		Note-				100	100	1"
			90/100		12-16-80	L.E Benjamin			99	90-100	3/4
	(6.0)				stated	this tests			78		1/2
			55/75		represents	585.24 Tons			65	55-75	3/8
	(7.0)		40/60		placed	afternoon of			56	40-60	1/4
					8-17-80	one panel			24		10
	43%				wide next	to curb 4" deep			9		40
	44.4		1/4-10-10-0			40/60	4%		3.7		#200
		B			B			B	5.6	±0.5	
6	TIME			TIME			TIME				

CIRCLE ALL FAILING TEST RESULTS

NO:			(Chk)			MOIST. CONT. TEST NO:				
	1556		1556			21 WET WT. OF MIX SAMPLE				
	0.2 %	%	0.2%	%	%	22 DRY WT. OF MIX SAMPLE				
			1553			23 % MOISTURE [(21 − 22) ÷ 22] × 100				
	1463		1463							
			90			REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.				
	5.8 %	%	5.8%		%	%	Core Samples Taken at			
	0.3 %	%	0.3%		%	%	Station shown, heated, cut			
	6.1%	%	6.1 %		%	%	material removed and sample			
							extracted			
							# South Bound lane			
							TIME SHIFT STARTS:	TIME SHIFT ENDS:		

MMARY	TIME SUMMARY				
RP.	SHIFT	HRS RUN		ACCUM HRS RUN	
SP.		HRS DELAY		HRS DELAY	
		TOTAL		TOTAL	
	PRODUCTION RATE		TONS/HR		

		MIX TEMP & WEATHER SUMMARY
	T	AVERAGE TEMP. (PLANT) ° F
	T	MIX TEMP. ON ROAD ° F
	T	SHIFT WEATHER CONDITIONS
	T	TEMP AM F PM F
	T	FAIR CLOUDY RAIN WIND
	T	
	%	

REPORT REVIEWED AND ACKNOWLEDGED BY

L E Benjamin

INSPECTOR

Oran A Sams

CONTRACTOR

Clayton Arthur

RESIDENT ENGINEER

NST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

DAILY PLANT REPORT – BITUMINOUS MIXT

SECTION S.E Duke-S.E Clatsop	HIGHWAY S.E 72nd Ave	CONTRACT N
CONTRACTOR Org. Asph Paving	SUPPLIER OAP	F.A. NUMBER 77-1
MAKE, MODEL, SIZE OF PLANT Standard 800B (☐ BATCH ☐ DRIER DRUM ☒ CONTINUOUS)	BRAND & GRADE OF ASPHALT Douglas AR 4000	
CLASS OF MIX 3/4" D PMBB	☒ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING	

SIEVE SIZE	TEST NO. 1-A RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. RET. SINGLE SIEVE DRY WT.	%
1"	00	00	100						12-16-80 - L.E. Berg		
3/4"	00	00	100						stated this test re		
1/2"	313	17	83						not only the 6,5		
3/8	565	31+4	69	29 = 50			55/75		placed this date		
1/4	777	42+2	57	1/4 = 50			40/60		remaining 365.53 tons		
10	1306	72 11	28	29 = 50					not represented		
40	1643	7690	24	3% = 5%			1/4-10-10-0	40/60	Test #1-2-3 da		
#200	1831	59%	41						8-18-80 on acc		
ASPHALT %	1935		5.4								
SAMPLED AT	Truck at Plant	TIME	5.5	29 = 50	TIME			TIME		TIME	
TONS REPRESENTED	800 Tons			58							
DAILY TONNAGE AT TIME OF TEST	T										

EXTRACTED ASPHALT COMP.	TEST NO:			(Blk)			MOIST. CON
1 WET WEIGHT OF MIX SAMPLE	1935			1935			21 WET WT. OF MIX
2 % MOISTURE IN MIX (FROM SEPARATE TEST) 23	0.2 %	%	%	0.2%	%	%	22 DRY WT. OF MIX
3 DRY WT OF SAMPLE [1 ÷ (100 + 2) x 100				1931			23 % MOISTURE [
4 DRY WT OF EXTRACTED AGGREGATE	1831			1836 1831			REMARKS: LIST TI
5 WT OF EXTRACTED ASPHALT 3 – 4	5.4			160			This Sa
% EXTRACTED ASPHALT (5 ÷ 3) x 100	2 %	%	%	5.2 %	%	%	The 1.5
% ASPHALT RETENTION (FROM MIX DESIGN)	03 %	%	%	0.3%	%	%	of Bi
8 % ASPHALT IN MIX 6 + 7	5.5%	%	%	5.5 %	%	%	was

PRODUCTION TON. & ASPH. TANK SUMMARY					TIME SUMMARY			
9	SHIFT	SPEC MTRL. INCORP.		ACCUM SPEC MTRL. INCORP.	SHIFT	HRS RUN	ACCUM	HRS RUN
10		NON SPEC INCORP.		NON-SPEC INCORP.		HRS DELAY		HRS DELAY
11		REJECTED		REJECTED		TOTAL		TOTAL
12		TOTAL		TOTAL	PRODUCTION RATE TONS/HR			
13	BEGIN ASPHALT INVENTORY (TANK STICK)		T	MIX TEMP & WEATHER SUMMARY				
14	ASPHALT RECEIVED (INVOICE)		T	AVERAGE TEMP. (PLANT) °F				
15	END ASPHALT INVENTORY (TANK STICK)		T	MIX TEMP. ON ROAD °F				
16	ASPHALT THRU PLANT 13 + 14 – 15		T	SHIFT WEATHER CONDITIONS				
17	ASPHALT DEDUCTED (REJECTED, ETC.)		T	TEMP AM °F PM °F				
18	ASPHALT USED 16 - 17		T	FAIR CLOUDY RAIN WIND				
19	MIX USED [(12 – 11 ÷ (100 + 2)] x 100		T					
20	% ASPHALT IN MIX (18 ÷ 19) x 100		%					

This pe
with C
TIME SHIFT STARTS

REPORT REVIEWE

INSPECTOR Olan

CONTRACTOR Cla

RESIDENT ENGIN

(WHITE) ENGR. OF MATERIALS • (CANARY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR

Y PLANT REPORT — BITUMINOUS MIXTURES

OREGON STATE HIGHWAY DIVISION

Prep

HIGHWAY: S.E 72nd Ave
CONTRACT NO.: 8819
PREFIX: 326-1009
SUPPLIER: OAP
F.A. NUMBER: 99-1x-9723(1)
DATE: 8-6-79
REPORT NO.: 1-A
RES. ENGINEER: Arthur

☒ BATCH ☐ DRIER DRUM ☐ CONTINUOUS
BRAND & GRADE OF ASPHALT: Douglas AR4000

☒ BITUMINOUS BASE ☐ BASE ☐ TOP ☐ PATCHING ☐ SHOULDERS ☐ MEDIAN

ST NO. / T. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. / RET. SINGLE SIEVE DRY WT.	%	PASS %	TEST NO. / RET. SINGLE SIEVE DRY WT.	%	PASS %	LAB NO. MIX DESIGN	TOLERANCE %	SIEVE SIZE
									100	100	1"
									99	90-100	3/4"
									78		1/2"
		55/75							65	55-75	3/8"
		40/60							56	40-60	#4
									24		#10
									9		#40
		7/14-10-10-0		40/60					3.7		#200
									5.6	5.1-6.1	A.C.

12-16-80 - L.E. Benjamin stated this test represents not only the 6L.S.S tons placed this date but remaining 3L.S.S3 tons emab not represented by Tests #1-2-3 dated 8-18-80 on core sample - Mr. Pearson

29 = 58

TIME		TIME		TIME

CIRCLE ALL FAILING TEST RESULTS

MOIST. CONT. TEST NO:					
21 WET WT. OF MIX SAMPLE					
22 DRY WT. OF MIX SAMPLE					
23 % MOISTURE ([21] − [22] ÷ [22] × 100					

TEST NO:			(Blk)			
	1935		1935			
	0.2 %	%	0.2%	%	%	
			1931			
	1831		1880-1831			
	5.4		160			
	2 %	%	5.2 %	%	%	
	03 %	%	0.3%	%	%	
	5.5%	%	5.5 %	%	%	

REMARKS: LIST TIME & EXTENT OF DELAYS, PLANT CHANGES, ETC.

This Sample was taken the 1st Day of Production of Bit Base which was used to fill in Soft Spots 8-6-79 This report was not included with other reports

TIME SHIFT STARTS: TIME SHIFT ENDS:

K SUMMARY

L. INCORP.	
C INCORP.	
FD	

TIME SUMMARY

SHIFT	HRS RUN	ACCUM	HRS RUN
	HRS DELAY		HRS DELAY
	TOTAL		TOTAL

PRODUCTION RATE TONS/HR

MIX TEMP & WEATHER SUMMARY

T	AVERAGE TEMP. (PLANT) °F
T	MIX TEMP. ON ROAD °F
T	SHIFT WEATHER CONDITIONS
T	TEMP AM °F PM °F
T	FAIR CLOUDY RAIN WIND
T	
%	

REPORT REVIEWED AND ACKNOWLEDGED BY

INSPECTOR: Oran Adams

CONTRACTOR: Clayton Arthur

RESIDENT ENGINEER

(RY) CONST. DIVISION • (GOLDENROD) RESIDENT ENGINEER • (PINK) REGION ENGR. • (GREEN) CONTRACTOR

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

May 22, 1980

Roger Gebauer
Final Est. Engineer
Oregon State Highway Dept.
325 13th St. NE
Salem, OR 97310

Subject: Final Quantities, S.E. Duke St. - S.E. Clatsop St.
Contract No. 8819

Dear Mr. Gebauer:

/1. Bid Item No. 4, Flagmen - You are correct, J. Hinds worked 6 hr. and according to my records O.A.P. would be entitled to 2.5 more hours on Flagging, bringing the total hours to 771.0. We are submitting revised ticket.

/2. Bid Item No. 9, Sand Fill. This is to confirm that the Material Receipts are correct, 524.4 cubic yards of sand fill was used on the project. We are voiding ole Material Receipts and submitting corrected receipts.

3. Bid Item No. 12, an explanation of lack of tests. On the following dates there was not enough material used to warrant testing, and the material was used in soft spots and intersections.

8-6-79	66.55 Ton
8-7-79	78.854 "
8-8-79	77.86 "
8-9-79	79.82 "
8-10-79	71.525 "
8-13-79	116.00 "
8-14-79	72.56 "
8-15-79	138.90 "
8-16-79	106.275 "
9-20-79	59.595 "
9-21-79	119.25 "
9-26-79	278.14 "
Total	1265.329 "

AN EQUAL OPPORTUNITY EMPLOYER

On 8-17-79 after many long delays the paving contractor was able to move in on the job with short notice, in the late afternoon, and I told the contracotr to go ahead. I was able to get all the field help except our Testing Inspector.

That amount of material used was 585.235 tons. It is not always possible to work by Freeway methods, however when we can get some prepared grade covered up and eliminate dust in a Rural Area we will take advantage of the situation. The total tonage not represented on the Daily Plant Reports is 1850.564.

Very truly yours,

Clayton G. Arthur
Resident Engineer

CGA:an

8819

NARRATIVE REPORT

S. E. Duke St. - S. E. Clatsop St. Section
S. E. 72nd Avenue - FAU #9723
Project No. M-1X-9723 (1)
Contract No. 8819
Contractor - Oregon Asphaltic Paving Co.

The contract on this project was awarded October 19, 1978, and work commenced December 11, 1978. The clearing and grubbing was done at this time to allow the utility companies ample time to move or relocate. The clearing was completed December 13, 1978.

The contractor commenced construction June 4, 1979, only to find that the City of Portland Water Bureau had not moved their water meters or lowered the service lines. This interfered with the progress of the job. The telephone company had started their work late also, and the project was held up 2 to 3 weeks due to poles in the curb line.

We encountered soft spots, which were excavated and plugged with bituminous base. There was a concrete wall constructed also, and both items were done on Extra Work Orders.

Multnomah County, in the past, has left the parking area and slopes in the rough and we are now undergoing a change in policy. In the future, we plan to seed all areas that are changed or graded by construction.

The project was completed on schedule, and is well below the authorized amount.

Clayton G. Arthur

CLAYTON G. ARTHUR
Associate Engineer

CGA:b:im

REFERRED TO
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APR 29 1980
ROAD DESIGN SECTION

Do Not File ☐
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Action

Statement of Overruns and Underruns
S. E. Duke St. - S. E. Clatsop St. Section FAP M-1X9723 (1)
S. E. 72nd Avenue, Multnomah County
Grading and Paving

Prefix 326-1009 Contract #8819 FAU 9723

Contract Amount	$ 555,909.15	Final Cost	$ 509,936.44	Underrun =	8.27%
Final Contract Amount	669,795.23	Final Cost	587,985.18	Underrun =	12.21%

	Item	Contract Amt.	Final Quantity	% + or -
1.	Mobilization Lump Sum	100%	100%	0
2.	Temp. Protection & Direction of Traffic Lump Sum	100%	100%	0
3.	Temporary Signs Sq. Ft.	299	308	+ 3.01%
4.	Flagmen Hour	1,000	768.5	- 23.15%
5.	Clearing and Grubbing Lump Sum	100%	100%	0
6.	Removal of structures and obstructions Lump Sum	100%	100%	0
7.	General Excavation Cu. Yd.	10,565	12,990.6	+ 18.67%

Overrun due to staking error and failure to include driveway excavation to original quantity.

8.	Extra for Pavement Removal Sq. Yd.	13,000	15,792.4 + 17.68%

Original quantity picked from plan, some pavement areas not shown.

9.	Sand Fill Cu. Yd.	500	489 - 2.25%

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ROAD DESIGN SECTION

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Action

Item	Contract Amt.	Final Quantity	% + or -
10. Watering "M" Gal.	200	739.994	+ 370%
Overrun due to dust control which was not figured in original calculation.			
11. Bit. Base Mixture Ton	9,200	8,114.675	- 11.80%
Apparently estimated a bit strong.			
12. Asphalt Cement in Mixture Ton	700	641.951	- 8.29%
Same as Item #11.			
13. & 14. 1-1/2"-0 & 3/4"-0 Ton	Deleted, See P.A. #1		
15. Class "C" Asphalt Concrete Mix Ton	3,050	2948.32	- 3.33%
16. Special Dust Oil Ton	25	25.042	+ 0.17%
17. 8 Inch Sewer Pipe Lin. Ft.	460	461.5	+ 0.33
18. Concrete Sumps Each	16	19	+ 15.79%
An additional sump had to be constructed due to utilities in way. Two of the existing sumps were not satisfactory, except to use as a settling basin.			
19. Concrete Inlets Each	27	29	+ 6.90%
Two inlets that were to be connected were not in the correct location.			
20. Setting Monument Boxes Each	4	3	- 25.00%
One monument box did not need to be reset.			

	Item	Contract Amt.	Final Quantity	% + or -
21.	4 Inch Concrete Walks & Driveways Sq. Yd.	4,900	4,510.63	- 7.95%
22.	6 Inch Concrete Driveways Sq. Yd.	2,600	2,639.75	+ 1.51%
23.	Concrete Curbs Lin. Ft.	10,600	9,929.70	- 6.32%
24.	Concrete Steps Lin. Ft.	75	97.50	+ 23.08%
	This item can vary due to people's choice.			
25.	Extra for Asphalt Approaches Each	20	27	+ 25.93
	This item can change due to new construction or change since cross sections were taken.			

PRICE AGREEMENTS

Item	Contract Amt.	Final Quantity	% + or -
1. 1"-0 Aggr. Base-Doc. Delete bid items #13 & 14 . Ton	5425	7,130.95	+ 23.92%
Overrun due to staking error.			
2. Document use of material receipt.			
3. Grading, Topsoil, Seeding, Barkdust Sq. Ft.	29,600	41,114.5	+ 28.01%
Overrun due to under-estimating areas.			

FORCE ACCOUNTS

1. On the Job Trainees Cost Est.	$ 800	688.80	- 13.90
2. Excavate Soft Spots Cost Est.	6,000	14,835.44	+ 59.56%

Overrun due to more soft spots developing and damage was more extensive than was first realized. More care had to be taken because the utilities are close to subgrade.

8817

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. Duke St. S.E. Clatsop St.		WEEK ENDING: 12-14-79
		SECTION PREFIX: 326-1009
HIGHWAY: S.E. 72nd Ave.		COUNTY: Multnomah
NAME OF JOB: SE Duke St.-SE Clatsop St.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Oregon Asphaltic Paving Co.	CONTRACT NUMBER: 8819	FEDERAL AID PROJECT NUMBER: M-1X9723501
DATE OF CONTRACT: Sept. 21, 1978	DATE WORK STARTED: 12-11-78	ESTIMATED COMPLETION DATE: 11-1-79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 160	WORK DAYS USED: 115
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 71.88
PROJECT AUTHORIZATION: $ 633,067.98		
EXCLUSIVE OF ENGINEERING: $ 582,868.76	ENGINEERING AUTHORIZATION $ 50,199.22	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 582,868.76	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION %	DATE PROJECT WAS COMPLETED: 11-21-79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Working on semi-final estimate
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 2 1980
CONSTRUCTION BRANCH

Keasey, Jackman, Hopkins, Williams, Johnson, Olson, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Working on semi-final estimate
TUESDAY	" " "
WEDNESDAY	" " "
THURSDAY	" "
FRIDAY	" "
SATURDAY	

REMARKS

RESIDENT ENGINEER
RECEIVED
DEC 21 1979

Noted ☐ ☐

SIGNED Charles D. Arthur LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP*F216

8814

cc: STATE (H S Co[illegible]cer) **STATE COPY**

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
Ten	4	Multnomah	Oregon

IN COMPANY WITH
Marion Craft, Region Constr. Engr., Clayton Arthur, County Project Engineer; Loyal Benjamin, Materials Engineer

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-16-79	Original signed by Vincent J. Tabor Vincent Tabor, Assistant Area Engr	IX-M-9723(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
See Remarks Below	Satisfactory	75 %	96 %

DUKE-CLATSOP STRS. SECTION (72nd AVENUE)
Grading, Widening, Paving

The contract work is substantially complete. Subcontractor forces are constructing a short concrete wall between the new sidewalk and private property at station 6+00 left. Topsoil, seeding, and bark mulch was added to the contract and has been completed in a satisfactory manner.

Records

There appears to be adequate documentation to justify payment for major contract items. Lump sum items were generally handled on partial payment schedules. Appropriate Field Inspection Reports have been completed to document acceptance of pre-certified materials. All haul tickets/weigh memos observed were signed, dated, etc., by the inspector.

Testing

The PMBB was placed in two 3" lifts, and core results show that the average thickness was in the range of 2.9 to 3.1 inches throughout the project. Placement temperature and moisture averaged about 297° F and 0.3% respectively. Nine production tests were taken of which two failed on percent passing the 1/4" sieve. Compaction testing shows that these courses were satisfactorily consolidated.

As mentioned in the previous inspection report, there was a certain amount of material (now established at 289 tons) that was placed the first day without being tested. It was my understanding originally that approximately 500 tons were involved. Since this was not the case, and the mix was essentially tested as part of another County project with the same mix design I recommend that this tonnage be accepted on a small quantity basis.

RECEIVED STATE HWY ENGR 11-27 NOV 27'79
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

The "C" mix surface course was represented by five production tests. Four tests were failing in gradation - three on the 1/4" sieve and one on the #200. Asphalt content ranged from 5.2 to 6.0 percent for the mix design of 5.5±0.5, and the moisture was 0.3%. Placement temperature averaged about 293° Fahrenheit. Compaction results were less than desirable for this mix. Of the eight cores, two passed the 92% requirement, two were borderline acceptable, and four failed.

I have recommended that additional cores be drilled between Stations 2 and 19+00 where the four previous testsfailed. This will aid in the determination whether the consolidation problem is widespread or localized. We will await these results before the project is accepted.

A project testing summary is in the process of being completed. Mr. Benjamin informed me that there has been sufficient test results to document the acceptability of materials incorporated in the project. I had noted that 28-day cylinder breaks for Class 3300 concrete for curbs and sidewalks were all above 3700 psi compressive strength.

Conclusions

Project acceptance is being deferred until the core results are received. Further recommendations may be made at that time. There does not appear to be a clear understanding of what caused these low compaction results except that the vibratory roller may not have had the proper frequency, amplitude, or speed to accomplish this task.

DATE: October 25, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: S.E. Duke Street-S.E. Clatsop Street
FAU 9773 (SE 72nd Avenue)
Multnomah County
Contract No. 8819

This is in response to your letter of September 5 and the inspection report of the project by Vince Tabor concerning construction activities, inspection and monitoring of this project.

This is a project that is funded by Interstate Transfer funds, designed by Multnomah County, let and awarded by ODOT, with the construction engineering being performed by Multnomah County. The Highway Division has assigned a Resident Engineer to monitor the construction activities of Multnomah County on this project.

The Region 1 staff and the monitoring engineer are well acquainted with the Multnomah County engineering staff and the project personnel assigned to this particular project, and consider them to be well qualified to handle this project. The Region and the monitoring engineer have reviewed and inspected the project during the course of construction to date, and are convinced the County is adequately controlling and inspecting the project and that we are getting an acceptable project. Multnomah County, like the Highway Division, has an abnormally large workload this summer (particularly paving and overlay projects) and have had to spread out their engineering and inspection personnel more than they normally do. At the time of the inspection by Vince Tabor evidently there was not an inspector at the immediate paving site, but this would not be the normal method of operation and should not be considered typical of the type of inspection we expect from the County or that the County normally does. Normally, during a paving operation the Resident Engineer will be on

the job intermittently during the day but there will be a full time inspector and another person to take asphalt tickets, record stationing, etc. There is a full time inspector assigned to the job and the project is not long enough nor complex enough so that he can't adequately handle the paving operation along with his other duties.

The temporary protection and direction of traffic, street closures during paving, control of driveways, etc., is fairly complex on this type of project and although not considered serious, it is something that possibly has been deficient. Our monitor has been instructed to work more closely with the County's Resident Engineer and to give him something specific as far as temporary signing, street and lane closures.

In reply to Items 2 and 3 under Recommendation in Vince Tabor's report the following is offered. Multnomah County does not have Resident Engineers with permanently assigned personnel or crews. When a Resident Engineer is assigned a project, he might be assigned an inspector and an office man but the rest of the crew comes from a manpower pool. This applies to additional inspectors, survey crew, rock checkers, ticket takers, and one man, Loyal Benjamin (Benny), who takes care of asphalt sampling and testing. On these monitoring jobs our Region personnel take care of record sampling and testing. With the jobs in Multnomah County as close as they are geographically this system should work satisfactorily. Any material not placed according to plans and specifications will be subject to non FHWA participation and/or the appropriate penalty.

The monitoring policy in Region 1 at this time is to assign one Resident Engineer as monitor for all the projects in a particular County or City. This gives each particular agency one Highway person to deal with in their Title II, Off System, Interstate Transfer and other projects involving a monitor or liaison engineer. The Region has considered establishing a monitoring engineer position which would be responsible for all these types of projects in the Region; however, at this time, this action has not seemed appropriate. As more transfer projects are being designed and constructed by the local cities, counties and consultants, it may require some change in our method of operation. At this time we do not believe there are any serious deficiencies in the monitoring program; however, as situations change, we will certainly do whatever is necessary to insure proper control of the projects for which we are responsible.

MC:gw jh
bc: C. T. Keasey
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 16, 1979

FILE:

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: SE DUKE ST.-SE CLATSOP ST.
FAU 9723 (SE 72nd Ave.)
Contract No. 8819

TO: LARRY RULIEN
Executive Assistant

The following paragraph should be added to the suggested reply to the FHWA concerning construction and monitoring of this project, and should probably be inserted between the last two paragraphs on Sheet 2 of the suggested reply.

"In reply to Items 2 and 3 under Recommendation in Vince Tabor's report, the following is offered: Multnomah County does not have Resident Engineers with permanently assigned personnel or ~~areas~~ crews. When a Resident Engineer is assigned a project, he might be assigned an inspector and an officeman, but the rest of the crew comes from a manpower pool. This applies to additional inspectors, survey crew, rock checkers, ticket takers, and one man, Loyal Benjamin (Benny) takes care of asphalt sampling and testing. On these monitoring jobs, our Region personnel take care of record sampling and testing. With the jobs in Multnomah County as close as they are geographically, this system should work satisfactorily. Any material not placed according to plans and specifications will be subject to non FHWA participation and/or the appropriate penalty."

MC/gw

Attachment

RECEIVED
STATE HWY ENGR
OCT 17 '79
REFER TO
FOR

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 5, 1979

In reply refer to: HFO-OR

SUBJECT: Oregon Project IX-M-9723(1)
S.E. Duke-S.E. Clatsop Section (72nd Ave.)
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Attached is a construction inspection report on subject project. You will note that quality control on this project appears to be lacking. It was also noted that your monitoring program may not be as effective as desired.

Please review this situation and provide me an evaluation of the acceptability of this project. Also, what measures are being taken to strengthen your minitoring activities to prevent future occurrences of this nature?

G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Surv | Act | File
XX

9-13
cc

9-13

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—625-985

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

IN COMPANY WITH Marion Craft, Regional Constr. Engineer; Clayton Arthur, County Project Engineer; and Roy Heinz, Monitoring ODOT Resident (at office)

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-22-79	Vincent Tabor, Asst. Area Engineer	IX-M-9723(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
----------	See Below.	See Below %	%

S.E. DUKE-S.E. CLATSOP SECTION (72nd AVE.)
Grading and Paving

This inspection was conducted as a follow-up to the 7-24-79 report, and to discuss field signing and inspection.

Findings

1. The project was visited on Monday, August 13, to observe the progress of the work. I noted that contractor's forces were paving bituminous base between Duke and Flavel Streets and that a minimal amount of signing was being utilized to detour traffic off the newly constructed pavement. What little temporary signing that has been used to date is either substandard or in poor condition.

2. There was little or no field quality control inspection detected during the portion of paving operation observed (approximately ten loads of material). Inspector's duties appeared to consist of ticket taking, signature, and stationing.

3. Some paving work was completed on Friday, August 17, in the late afternoon. It is my understanding that about 500 tons of bituminous base were placed on this date without a materials test to document acceptability of the mix. This was the first day of paving. The three tests taken (AC Daily Production Reports) show that laydown temperature was 295°F. Also, two tests failed gradation on the 1/4" sieve, and the second test had excess asphalt content. Another test showed borderline asphalt results.

4. The 4" aggregate base, which was placed early in the season, is now being brought to grade with additional material. Portions had become unstabilized during the rainy weather and required sub-excavation work and subsequent backfill. As mentioned in a previous

(continued)

report, oil had been used as a dust palliative during construction. While this has also been effective in stabilizing the centerline area, a percentage of fines are now combined in this base. Mr. Arthur does not feel that this will affect the final product.

Recommendations

1. I have suggested that the project engineer meet with the monitoring resident to correct the signing deficiencies. There is $5,000 set up in the contract for "Temporary Protection and Direction of Traffic," therefore there should be no problems in acquiring adequate signing from the contractor. These items had been discussed during the previous inspection with Mr. Arthur. The monitoring engineer was informed of these problems and will meet with the project engineer to discuss minimum signing necessary for the work operations in progress.

2&3. These findings were discussed with the project engineer. It appears that heavy reliance is being placed on the County Materials Engineer for field control and testing, and the mix test results have been variable. Since this is the case, I recommend that any material not represented by gradation and vacuum extraction tests be non-participating. Also, in light of the fact that field checks for temperature, mat thickness, and panel evenness are not being accomplished, I recommend that any additional PMBB material greater than the design thickness be non-participating. This applies to material ~~mix~~ placed in the Duke to Flavel segment of the project. Mr. Arthur will discuss this matter with his inspector to assure greater control in the future.

4. No comment.

Conclusions

There are evidently conflicting priorities related to the monitoring engineer's function. While I do not feel that "riding herd" over City, County, or Railroad work is a daily requirement, some periodic contact schedule appears necessary (especially when beginning such major operation as paving). An apparent conflict does arise for the DOT engineer in that large scale interstate and primary projects demand constant attention thus placing projects like Duke to Clatsop Streets in a category of secondary importance.

Interstate transfer projects will no doubt multiply in the near future placing a greater burden on the resident engineer. It is recommended that under these circumstances an independent monitoring position be created to handle this work load.

#8017

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

February 15, 1979

Oregon Project I-205-7(40)311
N.E. Halsey U'Xing Median Barrier

HBR-OR

NOTED
E. S. HUNTER

G. L. Green, Division Administrator

Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Versteeg's letter of February 1, 1979, on the installation of a concrete median barrier on the Halsey U'Xing structure.

copy to Ira 1-9

The alignment, grades, and amount of traffic appear to support directional roadway separation, however, drainage might present a problem, and we recommend you include a drainage study before a final solution is initiated. Federal-aid interstate funds may be used for this work.

Original Signed by
H. A. Schell
Division Bridge Engr.

G. L. Green

cc:
E. S. Hunter (OSHD)
J. H. Versteeg (OSHD)

RECEIVED
TECHNICAL SERVICES
FEB 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Jdgm | Act | File

Victor Atiyeh
Governor

Oregon State Highway Division

Department of Transportation Building Salem, OR 97310 378-6558

February 1, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: N.E. Halsey Street Undercrossing
East Portland Freeway
Multnomah County

The subject structure is nearly completed and ready for traffic. The combination of horizontal curvature, vertical grade line and superelevation which has been built into the structure has created a surface which may give motorists problems during the icy conditions which are prevalent at this location. It has been suggested by the Region that we take a look at providing a concrete median barrier on the structure to separate opposing traffic.

The west end of the barrier would begin at the signalized intersection at 92nd Avenue with a sloped end and the east end would be buried in the median area off of the structure.

The structure has a 52 foot roadway which would permit four lanes of 12.5 feet each and the barrier. At the reduced speed in this area this seems like an excellent solution to what might become a hazardous situation during ice conditions. The barrier would cost about $30,000.

Your approval and funding of this proposal is requested.

Very truly yours,

J. H. Versteeg
Road Design Engineer

RECEIVED
TECHNICAL SERVICES
FEB 2'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

JHV:cj

cc: E. S. Hunter
Ed Hardt, Region I
Robt. Shotwell, Res. Engr.

Form 81-734-8122

8819

Spence

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

September 25, 1978

Mr. Jon Rose
Oregon Dept. of Transportation
5821 NE Glisan Street
Portland, OR 97213

RE: SE 72nd Avenue Project

Dear Mr. Rose:

This letter is in response to your phone call to the County of September 25th. Multnomah County has agreed to pay 14 percent local match of the total project cost. In addition, the County has agreed to pay up to $30,000 if an amount against the federal dollars remains after the amount of escalated E4 funds assigned by CRAG to the project as of September 30, 1978, is deducted and after $60,000 of CRAG approved contingency funds to this project is deducted. If the federal dollar amount remaining is greater than $30,000, the balance will come from another E4 Multnomah County project per CRAG Board Resolution 780807. The advance local match would then cover the low bid plus the contingency which totals $581,000.

Very truly yours,

Domreis

OLIVER J. DOMREIS
County Engineer

BMR/klw

NOT SO. SEE CRAG letter dated Sept. 26, '78. Also see CRAG Resolution BD 780807

AN EQUAL OPPORTUNITY EMPLOYER

CRAG
Columbia Region Association of Governments
527 S.W. Hall Street Portland, Oregon 97201 503/221-1646

September 26, 1978

MA PDM PDE TSE SPC
ODOT - METRO

SEP 27 1978

AM PPS FILE T/A

Mr. Jon Rose
Federal Aid Coordinator
ODOT - Metro Branch
5821 NE Glisan
Portland, OR 97213

Denton U. Kent
Executive Director

Regular Members
Clackamas County
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville
Multnomah County
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village
Washington County
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin
Associate Members
Clark County
Vancouver
St. Helens
Port of Portland
Tri-Met
State of Oregon
Ex-Officio Member
State of Washington

Dear Jon:

The purpose of this letter is to describe CRAG authorizations of Interstate Transfer (e(4)) funds for the SE 72nd project in Multnomah County. The CRAG Board authorized $396,000 of e(4) funds for this project as of June 30, 1977. This authorization has escalated to $480,538 as of June 30, 1978.

At their meeting on August 24, 1978, the CRAG Board passed a resolution which 1) acknowledged Multnomah County's intention to contribute $30,000 of local funds to support project overruns on the 72nd project and 2) transfer up to $60,000 of e(4) funds from the Interstate Transfer contingency account to cover additional overruns on the project.

In summary, the first $480,538 of projects costs are available from the initial e(4) authorization (inflated). This would be locally matched by $78,227. The next $30,000 of costs would come from Multnomah County. Interstate Transfer funds beyond these figures are authorized up to $60,000. I understand that latest cost figure for the project is about $650,000 ($17,000 for PE and $633,000 for the low construction bid). Authorized sources of funds would be as follows:

Initial e(4) authorization (inflated)	$480,538
Local match for initial e(4) authorization	78,227
Local overmatch	30,000
Additional e(4) funds required (from contingency)	52,662
Additional local match requirement	8,573
Estimated total cost	$650,000

Based on this cost estimate, the $60,000 of e(4) funds trans-

ferred from the contingency account would be more than ample to cover cost overruns on the project.

Sincerely,

Bill

C. William Ockert
Transportation Director

kt
cc: Ted Spence
Bebe Rucker
Denton Kent

Spence

MA PDM - PDE - TSE SPC
ODOT - METRO
SEP 6 1978

CRAG RESOLUTION

BD 780807

AM PRS:
FILE I/A

SUPPLEMENTAL FUNDING FOR THE SE 72nd AVENUE RECONSTRUCTION PROJECT FROM THE MT. HOOD TRANSFER FUNDS CONTINGENCY ACCOUNT

WHEREAS, The United States Department of Transportation (USDOT) approved withdrawal from the Interstate Highway System of the former Mt. Hood Freeway on May 3, 1976; and

WHEREAS, The Governor requested that CRAG prioritize and program substitute projects; and

WHEREAS, Multnomah County identified a project on S.E. 72nd Ave. which conformed to the region's Interim Transportation Plan and which benefited the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn; and

WHEREAS, The CRAG Board of Directors in Resolution BD 761104 reserved a total of $395,600 in Interstate Transfer Funds to be used to fund the federal share of this project; and

WHEREAS, The purpose of the S.E. 72nd Ave. project is to reconstruct this street between S.E. Duke St. and S.E. Clatsop St. to 44-foot width with curbs and sidewalks; and

WHEREAS, The CRAG Board of Directors in Resolution BD 761202 approved the forwarding of this project to the Governor for submission to the USDOT; and

WHEREAS, The Board in BD 770903 also established a contingency fund within the Interstate Transfer Funds to be used to account for variations in actual costs and authorized costs (with inflation) of projects; and

WHEREAS, Any jurisdiction with a project exceeding the approved cost escalated by the national inflation rate can request supplemental funding authorization from the CRAG Board up to the maximum amount in, and limited to, the Interstate Transfer contingency fund; and

WHEREAS, The cost estimate for the S.E. 72nd Ave. Project is two years old and the total cost estimated to complete the project has increased to $660,000 ($567,600 federal share); and

WHEREAS, Multnomah County will supplement the project by $30,000 in local funds; and

WHEREAS, $142,000 in Interstate Transfer Funds is estimated to be needed to complete this project; and

WHEREAS, As of December 31, 1977, the Contingency Fund stood at $3,352,854,

NOW, THEREFORE, BE IT RESOLVED, That $60,000 of Interstate Transfer Funds be reserved within the Contingency Fund to account for any and all cost overruns associated with the S.E. 72nd Ave. Project; and

BE IT FURTHER RESOLVED, That Multnomah County be given the option of transferring up to $82,000 from one of their other 103(e)(4) projects to meet all additional cost overruns associated with the S.E. 72nd Ave. Project; and

BE IT FURTHER RESOLVED, That in the event the S.E. 72nd Ave. Project does not utilize all of the funds reserved for it in the Contingency Fund, then the remainder shall remain within said fund; and

BE IT FURTHER RESOLVED, That the FY 1978 Annual Element of the CRAG Transportation Improvement Program be adjusted to reflect the increased cost of this project.

ADOPTED, By the CRAG Board of Directors this 24th day of August, 1978.

By Denton U. Kent
Denton U. Kent, Executive Director

BP:bc
0266A

8814

STATE COPY

cc: State (H. S. Coulter) 12-13-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-13-78	Vincent Tabor, Asst. Area Engineer	IX-M-9723(1)

IN COMPANY WITH

Marion Craft, Regional Construction Engineer

LOCATION

S.E. Duke St. - S.E. Clatsop St. Section
S.E. 72nd Avenue (Portland City Limits to Multnomah County Line)
approx. 0.996 miles

CONTRACTOR NAME AND ADDRESS

Oregon Asphaltic Paving Co.

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9-28-78	$555,909.15	160 workdays	10-31-78	12-11-78

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
------	Satisfactory	22 workdays	See below

REMARKS

Work underway consisted of tree clearing to facilitate widening and construction of curbs, gutters, and sidewalks. It is expected that all utilities work will be completed during the winter slowdown. In essence, the project will replace a 20-foot paved section with 7' shoulders with a 40-foot paved roadway (12' lanes - 8' shoulders). Contract administration will be handled by Multnomah County with monitoring by the State DOT.

Approximate time charges listed above show progress has been slow. However, since clearing and grubbing is being accomplished during the present non-chargeable period, this will bring the time-versus-work-completed into line.

RECEIVED
STATE HWY ENGR
DEC 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12/21 ag Keasey

Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

8819

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-30-78	CC 1929	

CREDIT DISTRIBUTION: 326-1009-297

BILL TO: Code:

Multnomah County
Board of Commissioners
2115 SE Morrison St.
Portland, Oregon 97204

Attn: Oliver Domreis, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction on the S.E. Duke St.-S.E. Clatsop St. Section of SE 72nd Ave., FAU 9723 Agreement No. 6076 AD 502			

Advance Deposit Amount	$ 109,120.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 109,120.00
Transfer to Highway Fund	$ 81,820.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:
Fred Hildebrandt

Approved:
Harold Kimes

SP*35736-734

9/17

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 30, 1978

Oregon Asphaltic Paving Co.
1220 S.E. 190th Avenue
Portland, OR 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8819 for work on the S.E. Duke Street-S.E. Clatsop Street Section of S.E. 72nd Avenue in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt

Clayton Arthur
Multnomah County
2115 S.E. Morrison St.
Portland, OR 97214

ROBERT I. DOWNEY INSURANCE
506 SOUTHWEST 6TH AVENUE
WILCOX BUILDING
PORTLAND, OREGON 97204
228-8327

October 23,1978

Mr. C.W.Head,
Commission Services,
Dept. of Transportation,
State of Oregon,
Salem, Oregon 97310.

Dear Sir:

Enclosed are two executed copies of contract No. 8819 awarded to Oregon Asphaltic Paving Co. covering work to be done on S.E.72nd Ave. in Multnomah County.

We trust that you will find them in order.

Sincerely,

Robert I. Downey

Robert I. Downey

encl.

RECEIVED
OCT 25 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8819

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
SAIF
Fran

Clayton Arthur
Multnomah County
2115 S.E. Morrison St.
Portland, OR 97214

October 19, 1978

Oregon Asphaltic Paving Co.
1220 S.E. 190th Avenue
Portland, OR 97216

Gentlemen:

The Oregon Transportation Commission on September 28 accepted your proposal for work on the S.E. Duke Street-S.E. Clatsop Street Section of S.E. 72nd Avenue in Multnomah County for the sum of $555,909.15 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Portland and the Federal Highway Administration and when the appropriate local matching money has been deposited.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8819.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin October 31, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8819

September 26, 1978

Multnomah County
Board of Commissioners
2115 S.E. Morrison St.
Portland, OR 97204

Attn: Oliver Dowreis
County Engineer

Gentlemen:

On September 21, 1978, a satisfactory bid was received from Oregon Asphaltic Paving Co., 1220 S.E. 190th Ave., Portland, Oregon 97233 for construction of the S.E. Duke Street-S.E. Clatsop Street Section, FAU 9723.

The advance deposit on the anticipated construction cost of their bid is as follows:

Bid Items	$555,909.15
Permanent Pavement Striping	860.00
Temporary Erosion Control	200.00
On the Job Trainees	800.00
4½% Contingencies	25,099.61
ESTIMATED TOTAL COST	$582,868.76
ESTIMATED TOTAL PROJECT COST:	
P.E.	$ 28,000.00
Construction	582,869.00
Construction Engineering	50,199.00
TOTAL	$661,068.00
X 86%	568,518.00
Less Fed. Funds Available	541,000.00
County Supplement	$ 27,518.00
County's Advance Deposit:	
14% of $582,868.76 =	$ 81,601.63
Plus 100% of County Supplement	27,518.00
TOTAL ADVANCE DEPOSIT	$109,119.63
or say	$109,120.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 13, 1978.

Please make your check for $109,120.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald W. Wimer
Local Government Manager

FPN:lml

cc: CRAG

bc: w/AD #502: Region 1 Federal Aid Engineer

Vern Skoog - Please return completed AD #502 when check is received.

8-31-78

8819

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-M-9723(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71437

TO:
Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	8-30-78	FAU 9723	County Road

GENERAL LOCATION:
S.E. Duke St.-S.E. Clatsop St.

GENERAL DESCRIPTION OF WORK:
Grade, Drain, High Type Pavement and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☑ OTHER (Specify) Permanent Pavement Striping (S.F.) $860
Temporary Erosion Control $200.
On-the-job Trainee $800.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8-25-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $850,000 - Federal Funds $729,000.

A signed copy of the Title Sheet is returned herewith.

FRED B. KLABOE Swan W/enc 9-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Robert E. Burco — DISTRICT ENGINEER
Fred B Klaboe — ASSISTANT DIRECTOR FOR OPERATIONS

SHEET No. 1 TOTAL SHEETS See Index

Section S.E. Duke St. - S.E. Clatsop St. Programming Estimate $ 655,000

Highway FAU 9723 (S.E. 72nd Ave.) Project Length 0.99 mi.

County Multnomah Completion Time 240 cal. workdays

Kind of Work Grading and Paving

Prefix 326-1999 FA Project No. M-IX-9723(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 575,612.50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	$860	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
✓ Temporary Erosion Control	$200	
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
✓ On the Job Trainees	$800.00	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
✓ Adjust Utilities _____	$0	
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 1,860.00
		$ 577,472.50
Contingencies (4-1/2%)		25,986.26
Engineering (9 %)		51,972.53
~~SUBTOTAL~~		$
Credit for _____		
Estimated Net Authorization, Construction		$ 655,431.29

APPROVED

_____
Road Design Engineer

8-17-78
Bebe Rucker
Says go-no problem getting more funds from CRAG.

REC'D. 8-16-78
Called Jon Rose, he will check w/ County and Cong. Dist. CRAG Action @ next Board Meeting. Says Jon - (1-2 weeks. (Aug 21)

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date Aug. 10, '78

Section S.E. Duke St. - S.E. Clatsop St. County Multnomah

Kind Of Work Grading and Paving Length 0.99 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		42,600⁻
	Temporary Protection and Direction of Traffic		All	All		7,000⁻
	Temporary Signs		Sq. Ft.	299	6⁻	1,794⁻
	Flagmen		Hour	1,000	18⁻	18,000⁻
	ROADWORK					
	Clearing and Grubbing		All	All		3,750⁻
	Removal of Structures and Obstructions		All	All		5,000⁻
	General Excavation		Cu. Yd.	10,565	4⁻	42,260⁻
	Extra for Pavement Removal		Cu. Yd.	973	9 50	9,243 50
	Sand Fill		Cu. Yd.	500	7⁻	3,500⁻
	Watering		M.-Gal.	200	10⁻	2,000⁻
	Bituminous Base Mixture		Ton	9,200	12 50	115,000⁻
	Asphalt ~~in Bituminous Base~~ Cement in Mixture		Ton	~~505~~ 700	83⁻	58,100⁻
	1½"-0 Aggregate Base		Ton	5,400	8⁻	43,200⁻
	¾"-0 Aggregate Base		Ton	25	15⁻	375⁻
	Class "C" Asphalt Concrete	Mixture	Ton	3,050	13 50	41,175⁻
	Special Dust Oil		Ton	25	160⁻	4,000⁻
	8-inch Sewer Pipe		Lin. Ft.	460	9⁻	4,140⁻

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date Aug. 11 '78

Section S.E. Duke St. - S.E. Clatsop St.

County Multnomah

Kind Of Work Grading and Paving Length 0.99 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Sumps		Each	16	1,500⁻	24,000⁻
	Concrete Inlets, Type PB		Each	27	450⁻	12,150⁻
	Setting Monument Boxes		Each	4	100⁻	400⁻
	4-inch Concrete Walks and Driveways		Sq. Yd.	4,900	10⁻	49,000⁻
	6-inch Concrete Driveways		Sq. Yd.	2,600	18⁻	46,800⁻
	Concrete Curbs		Lin. Ft.	10,600	3 50	37,100⁻
	Concrete Steps		Lin. Ft.	75	27⁻	2,025⁻
	Extra for Asphalt Approaches		Each	20	150⁻	3,000⁻
	-				SubT	533,012 50
					Mob.	42,600⁻
					T	575,612 50

8819

FAUS

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

SUBJECT IX Fund Transfer
Item No. 80334
Project No. IX-M-9723(1)
SE Duke St.-SE Clatsop St. Section
Multnomah County

We request transfer of Interstate Substitution General Funds for construction of the subject project, as we intend to request PS & E authorization August 25, 1978. This action will involve an estimated total cost of $850,000 with Federal funds in the amount of $729,000.

JLG:lml

cc: R. N. Bothman (Metro)
Max Klotz "
Jon Rose "
Gary Zehner

8819

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: FRANK E. TERPIN
Location Engineer

DATE: June 9, 1978

FROM: MAX J. KLOTZ
METRO Technical Services Engineer

IX-M-9723(1)

SUBJECT: S.E. Duke St.-S.E. Clatsop St. Sec.
S.E. 72nd Ave.
Multnomah County
Prefix: 326-1999

Attached are a set of FA size mylar plan sheets and one page each of special provisions and estimate prepared by Multnomah County for the subject project.

On page 10 the standard concrete steps drawing shows tread widths of 8" - 11" and 10" - 12". These should be revised to 11" - 12" to coincide with our minimum standards.

Would you please have the contract plans and specs prepared. The county is requesting that the contract be on the September letting if possible.

A request for the programming of the construction money will be submitted as soon as the estimate is verified.

ja
Attachments
cc: D. H. Moehring

RECEIVED
JUN 9 1978
LOCATION SECTION

REC'D. 6-13-78

RETURNED TO
By Location Engineer:

125-1387

SE 72 nd Avenue
Duke to Clatsop
4-17-78

	Description	Unit	Net	Allow	Gross
1.	Mobilization	Lump Sum		All	
2.	Temporary Protection and Direction of Traffic	Lump Sum		All	
3.	Temporary Signs	Sq. Ft.	299	31	330
4.	Flagmen	Hour	1,000	100	1,100
5.	Clearing and Grubbing	Lump Sum		All	
6.	Removal of Structures and Obstructions	Lump Sum		All	
7.	Excavation, General Unclassified	Cu. Yd.	9,765	975	10,740
8.	Sand Fill	Cu. Yd.	500	50	550
9.	Coarse Base Material	Ton	5,130	515	5,645
10.	Fine Base Material	Ton	20	5	25
11.	Watering	"M" Gal.	87	8	95
12.	Plant Mix Bit. Base	Ton	8,898	892	9,790
13.	Asphaltic Concrete Class "C"	Ton	2,879	291	3,170
14.	Asphaltic Concrete Class "C" in Driveways and Concourse Area	Ton	16	4	20
15.	Asphalt in Tack Coat	Ton	4	1	5
16.	Special Dust Oil	Ton	23	2	25
17.	Concrete Pipe, 8 Inch	Lin. Ft.	459	41	500
18.	Sumps	Each	16	0	16
19.	Inlets, Type "PB"	Each	27	0	27
20.	Setting Monument Boxes	Each	4	0	4
21.	4 Inch Concrete Walks and Driveways	Sq. Yd.	4,616	458	5,074
22.	6 Inch Concrete Driveways	Sq. Yd.	2,464	236	2,700
23.	Concrete Curbs	Lin. Ft.	10,436	674	11,110
24.	Concrete Steps	Lin. Ft.	75	10	85
25.	Excavate Asphaltic Concrete and Haul to Vance Pit	Cu. Yd.	800	80	880

PROJECT REQ. = $460,000

TOTAL
13½% E
PE

Computed: CGA
Checked: RM

	Unit	Net	Allow	Gross	Cost	Total
	Lump Sum		All		14,904.00	14,904.00
on and Direction						
	Lump Sum		All		4,000.00	4,000.00
	Sq. Ft.	299	31	330	8.00	2,640.00
	Hour	1,000	100	1,100	18.00	19,800.00
ng	Lump Sum		All		3,750.00	3,750.00
es and						
	Lump Sum		All		5,000.00	5,000.00
Unclassified	Cu. Yd.	9,765	975	10,740	3.80	40,812.00
	Cu. Yd.	500	50	550	7.00	3,850.00
al	Ton	5,130	515	5,645	6.00	33,870.00
	Ton	20	5	25	7.20	180.00
	"M" Gal.	87	8	95	10.00	950.00
	Ton	8,898	892	9,790	16.00	156,640.00
Class "C"	Ton	2,879	291	3,170	18.00	57,060.00
Class "C" in						
ourse Area	Ton	16	4	20	30.00	600.00
t	Ton	4	1	5	175.00	875.00
	Ton	23	2	25	160.00	4,000.00
ch	Lin. Ft.	459	41	500	8.00	4,000.00
	Each	16	0	16	1,000.00	16,000.00
	Each	27	0	27	310.00	8,370.00
	Each	4	0	4	100.00	400.00
oxes						
ks and Driveways	Sq. Yd.	4,616	458	5,074	9.50	48,203.00
veways	Sq. Yd.	2,464	236	2,700	11.50	31,050.00
	Lin. Ft.	10,436	674	11,110	2.50	27,775.00
	Lin. Ft.	75	10	85	9.00	765.00
Concrete and						
	Cu. Yd.	800	80	880	4.50	3,960.00
					TOTAL	$489,545.00
					13½% E & C	66,089
					PE	30,000
					TOTAL =	585,634

PROJECT REQ. = $460,000

2817. . -

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S.E. Duke St.-S.E. Clatsop St.
Date January 19, 1978
Highway: F.A.U. 9723 (S.E. 72nd Ave.)
Ten Year Traffic Coefficient 7.2
County: Multnomah
18 kip s.a. per day 40.3
Prefix: 326-1999
R value 35+
Res. Engr.
Frost Penetration - - - -
CBE Total Requirement 16.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C.W.S. (Cl. B)	3.0"
8.0"	P.M.B.B.	14.5"
9.5"		17.5"

EXISTING ROADWAY
(Width 20'±)

1.5"	A.C.W.S. (Cl. B)	
2.0"	P.M.B.B. with an extra allowance (1.0") for leveling.	

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
L. E. Benjamin, Multnomah Co.
Project Coordinator

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 15 1978
File: PM FA
TAA GARY LG OP

5819

11-21-77

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 1X-M-9723 (1)
Project ~~Name~~ S. E. Duke St.-S. E. Clatsop St., S. E. 72nd Ave.
FAU 9723 726

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A [X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

OR

[ ] a. There has been no displacement of persons from residences, farms or businesses.

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC D.E. Swan
C T Keasey
J Childers
12-2-77

Signed at Portland, Oregon, this 21st day of November, 1977

Certified By:

Regional Right-of-Way Supervisor
Date 11/23/77

County of Multnomah

County Judge/Chairman
Oliver J. Domreis
County Engineer

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8819

May 12, 1977

Multnomah County Board of Commissioners
Courthouse
Portland, OR 97204

Attention: Dixie Trudo
Clerk of the Board

MISC. CONTRACTS, AND AGREEMENTS No. 6076

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the S.E. Duke Street-S.E. Clatsop Street Section of S.E. 72nd Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8819

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-11-77

FEDERAL AID PROJECT NO. X-M-9723(1)

STATE PROJECT NO. See Below

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 71437

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-14-77	FAU 9723	County Road

GENERAL LOCATION:

SE Duke St. - SE Clatsop St.

GENERAL DESCRIPTION OF WORK:

Approve joint financing and authorize all phases of Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION (FAU $1,287) (IX $22,753)

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-11-77 letter I approve the use of Interstate transfer funds effective 3-14-77 in the amount of $22,753. Federal funds to supplement Urban system funds. You are now authorized to proceed with all phases of preliminary engineering including utility preparatory work.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-77	V. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

LETTER OF APPROVAL AND/OR AUTHORIZATION

8819 4-11-77

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71438 & 71437

FED. AID PROJECT NO.
IX-9326(2) & IX-9723(1)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

UP

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-1-77	FAU 9326 & 9723	City streets

GENERAL LOCATION:
"S.E. Duke - SE. Clatsop St." and "Burnside Bridge Sect"

GENERAL DESCRIPTION OF WORK:
Withdrawal of authorization.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PR 1240 with authorization date of 3-1-77 written 3-21-77 for use of Interstate Transfer Funds and withdrawal of Urban System funds is hereby withdrawn.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

3819 3-31-77

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9326(2) & IX-9723(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71438 - 71437

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-1-77	FAU 9326 & 9723	City streets

GENERAL LOCATION:

"S.E. Duke St.-S.E. Clatsop St." and "Burnside Bridge Sect."

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program change.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-11-77 and 3-18-77 letters, I approve the program change withdrawing Urban System Funding for the subject projects and approving Interstate Transfer funds (advice NC 3-6-10) for funding.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-21-77	D. K. Hammer for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form F-20 (Rev. 9-71)

8819

E4

FAUS

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SE Duke - SE Clatsop

Highway SE 72nd Avenue

County Multnomah

Date March 8, 1977

Authorization No. 1

Survey Prefix 326-1999 (Assigned by Salem office)

Description of termini, route, length, etc.: SE Duke Street to SE Clatsop Street (County Line)

~~See attached order for forces performed by County forces~~

Purpose of survey: Multnomah County will perform the location and design. Oregon State Highway Division will perform final design, monitor project development, and award contract.

M-9723(1)
3/1/77

		Estimate of cost
Field Survey	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	28,000
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,500
Environmental	(923)	300
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 33,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

Donald M. Kostow
Field Engineer

D. A. Willhite, Project Coordinator

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Harold E. Lepper
Location Engineer

Approved:

Deputy
Assistant State Highway Engineer

OFFICE ENGINEERING SECTION

P. E. APPR. 3-1-77

FED. AID FAUS STATE .....

SP*23604-T34

HA - FRED

N

WR

8.819

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: March 3, 1977

FROM: L. W. Borden
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
SE Duke to SE Clatsop Street
SE 72nd Avenue
Multnomah County

RECEIVED
STATE HWY ENGR
MAR 2 '77
REFER TO
FOR
Info | Imps | R/D | D/R | Sign | Act | File

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region Metro: R. N. Bothman
District 2 : W. W. Geibel
Region 2 Geologist: William Fretwell

DEPUTY STATE HIGHWAY ENGINEER
DATE 2-28-77

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR
Info | Imps | R/D | D/R | Sign | Act | File

81-125-1307

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 23, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon IX-9723(1) Project Assessment
S.E. Duke-S.E. Clatsop Sec.
S.E. &2nd Avenue
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The assessment for this project, as submitted with Mr. Rulien's February 15, 1976, memorandum, has been reviewed. I agree with your non-major classification, traffic noise analysis and type of environmental document. Design details will be reviewed later in the project development process.

William A. Kaysen
for G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region M, Kaiser)

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien
FOR
C D/R SE 2E 3E

PROJECT MANAGEMENT
FEB 25 '77
REMARKS:
BY:

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

[redacted]

CATEGORY 3 PROJECT

Non-Major

IX-9723(1)
71437

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 11, 1977

Section Duke to Clatsop Street
Unit (if appl)
County Multnomah
City
Highway S.E. 72nd Avenue
State Hwy. No.
Termini: M.P.(if appl)
Length 5200'
Region
Construction Estimate $460,000
Program Amount

B. Purpose of Project:

To reconstruct the road to provide additional roadbed strength for present bus and heavy service vehicles; provide left turns and bus turnouts at major intersections for improved traffic flow and safety; provide walkways for pedestrian safety and convenience; more effectively control surface water runoff; and to reduce cost of maintenance.

C. Origin & History of Project:

S. E. 72nd Avenue was established as a county road with 60 feet of right-of-way on February 5, 1885, and has been continuously used from that date. It was last reconstructed in the summer of 1952 with 20 feet of pavement and 7 foot shoulders. Since that time, it has been resurfaced once. The road serves as a major transportation route from the south end of Multnomah County and the north end of Clackamas County to the City of Portland.

D. General Description of Project:

The project lies in the near East Multnomah County, in the highly urbanized area adjacent to the City of Portland. It runs from the city limits at S.E. Duke Street to the County line at S.E. Clatsop Street, a distance of 0.996 miles. The proposal is to widen the road to 44 feet with curbs and construct portland concrete sidewalks on both sides, collect storm waters and lead to dry wells for percolation into the ground.

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 2 ; Med. ; Shldrs. X ; Parking
Proposed: No. Lanes 2 ; Med. ; Shldrs. ; Parking X

Traffic: Existing Facility: Existing ADT 6500 ; Projected ADT 7000 ; Yr. 1990
Existing Level of Service C or better

Proposed Facility: Projected ADT 7000 w/4% trucks ; Yr. 1990
Projected Level of Service C or better

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Waste material from this project may be used as reclamation fill in nearby old gravel pits. Construction materials will be furnished by contractor.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

County's first priority with funds budgeted for 1978-79 fiscal year.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

(2) Design alternate is to repave with 4 inches of A.C. and widen pavement from 20 feet to 24 feet.

(1) No build.

Other Descriptive Information or Comments:

Major street serving South Multnomah County and North Clackamas County.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area is highly urbanized. Most of the right-of-way is clear of plantings, with the exception of approximately 25 large deciduous trees within the construction limits. Fauna is of a type that is normally found in the high density urban areas.

2. Cultural:

There are some commercial buildings at the major intersections along the route. There are a few multiple family dwellings. House values range from low to middle and most were built in the 1920's and 1930's. There are a few new homes. Most residential setbacks are approximately 30 feet from the edge of the existing shoulders.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No new right-of-way acquisition.

2. Estimated Impact on Traffic Patterns: - No significant changes expected.

General reduction in delays, provide safer traffic movements, provide more adequate road for bus transportation, provide pedestrian walkways. Congestion will be reduced.

Consequences--Air Quality, Noise, Safety, etc.:

Smooth traffic flows.
No significant effects on air quality or noise.

3. Estimated Impact on Land Use:

Is fully developed, and due to zoning, the land use should not change.

Consequences:

No change.

4. Expected Impact on Natural Ecological Resources:

Removal of some trees within the construction area.
Overall effect is not considered significant.

Consequences:

Reduction in shade, screening and cooling effects of trees removed. Reduced bird nesting habitat.

5. Expected Impact on Cultural and Scenic Resources:

This project may require the removal of a few trees.

Consequences:

Reduced shade and landscaping.

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

Residents concern over increased road width. The on-street parking may make entrance to the street from driveways more difficult.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No change in present conditions expected.

b. Noise Standards
Noise levels at residences may increase slightly due to the widened section. The change is not likely to be perceptible. Traffic volumes should not be significantly affected by the project. The NCHRP 117-144 traffic noise prediction
c. Water Quality Standards (continued at bottom of page)

No significant drainage involved.

d. Area Land Use and Transportation Plans, and Zoning

Project is consistent with present zoning, which is mixed R7, A2, C3, and C4, and with the Comprehensive Plan for transportation and land use.

C. Recommended Type of Action and Documentation:

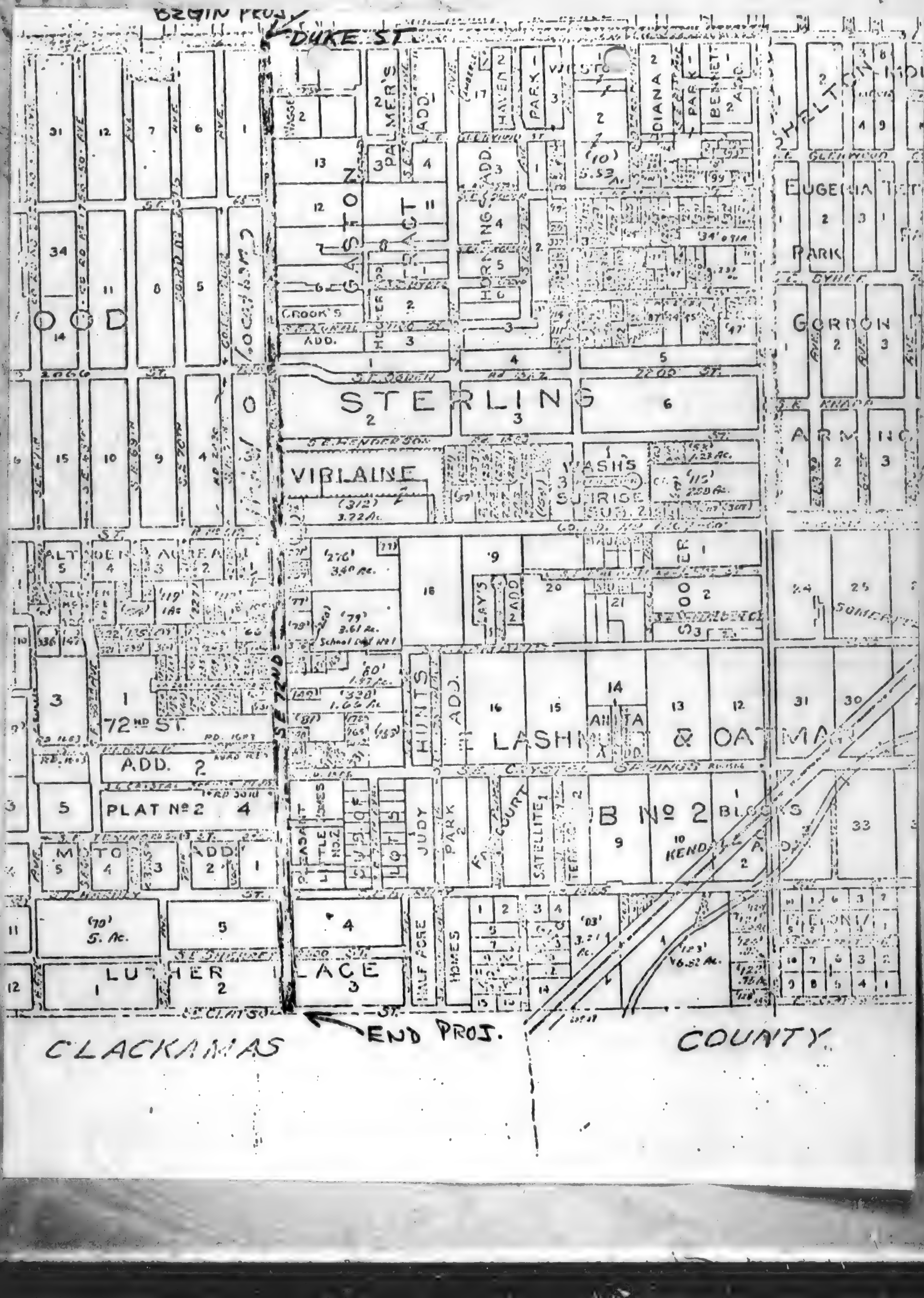
----------MAJOR ACTION---------- ----NON-MAJOR ACTION----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

8b. (continued)
method estimates that the present L_{10} 70dBA contour lies 79 feet from the centerline. It predicts that the contour will be 84 feet from the centerline in 1990.


BEGIN PROJ.
DUKE ST.
PALMER'S ADD.
HAVEN
PARK
INDIANA
BENNETT
EUGENIA PARK
GORDON
ARMINGTON
STORY ST.
CROOK'S ADD.
HUNTER
DORING ADD.
STERLING
VIBLAINE
SUNRISE
WASHINGTON
72ND ST.
ADD. 2
PLAT No 2
HUNTS ADD.
LASHINGS & OATMAN
LITTLE ACRES
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COURT
SATELLITE
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KENDALL ADD. 2
HALF ACRE
HOMES
LUTHER PLACE
CLAY ST.
END PROJ.
CLACKAMAS COUNTY

3-1-77

8817

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9723(1)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71437

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-1-77	FAU 9723	County Road

GENERAL LOCATION:
"S.E. Duke St.-S.E. Clatsop St."

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☑ PREPARATION including utility preparatory work.
- ☐ OTHER (Specify)

TEC $28,010 - FF $24,030

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 2-1-77, you are authorized to proceed with the work shown above.

Also, as requested, the above authorization is made with the understanding that the eligibility date of 3-1-77 has been established for use of Interstate Substitution Funds when they become available.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-1-77	D. K. Hanneman	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—[illegible]

8819

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 23, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon IX-9723(1) Project Assessment
S.E. Duke-S.E. Clatsop Sec.
S.E. &2nd Avenue
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The assessment for this project, as submitted with Mr. Rulien's February 15, 1976, memorandum, has been reviewed. I agree with your non-major classification, traffic noise analysis and type of environmental document. Design details will be reviewed later in the project development process.

William A. Kaysen
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region M, Kaiser)

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien
FOR
D/R Sign Act

8819

~~PRO 6-2~~

February 11, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Multnomah County

Attached is project data for the following projects:

Item No.	Project No.	Section
71437	IX-9723(1)	SE Duke St.-SE Clatsop St.
71438	IX-9326(2)	Burnside Bridge

We request your approval and authorization to proceed with the expenditure of "Interstate Substitutions General Funded" funds retroactive to the effective authorization date established for Project No's. M-9723(1) and M-9326(2). Approval of this action will involve an estimated total cost and federal funds on each project as follows:

Project No.	Total Est. Cost	Federal Funds
IX-9723(1)	$460,010	$394,680
IX-9326(2)	$350,100	$300,300

This request is based on the previously forwarded CRAG Resolutions BD 761104 and BD 761202, dated November 4, 1976 and December 2, 1976 respectively and Governor Straub's letter dated December 21, 1976 to Mr. William T. Coleman, Jr., Secretary of the Department of Transportation.

JLG:ljt
Attachments

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL

February 2, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd, SCL Portland to Clackamas Co. Line 55								ADT	PRESENT 6,500	FUTURE 7,000 (66)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Gr, Dr, H.T. Pave, Signals 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR (72)					
CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded											COUNTY NAM	
	NAME OF URBAN AREA 17-31 Portland											ROUTE NO. U	FE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED TOTAL ESTIMATED COST	ESTIMATED FEDERA
1	(14-18)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE			1.0	28,010	24,0
5					ROW					
5					CONST (CODE) 6201 Y031		"SE Duke St.-SE Clatsop St. Section"	1.0	432,000	370,4
								1.0	460,010	394,6

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES		(116) (23) (24)

FEDERAL-AID PROGRAM DATA

1977

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Line (68)	ADT	6,500	7,000 (66)	97 (70)(71)(72)	10	Oregon	41 (2)(3)	694 (4)(5)	71437 (14)(15)

SUFFY AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(75)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	T. Projects Only POST MI. (24)(26)	DESIG. 27
					IX-	9723	(1)		

	COUNTY NAME	CODE (12)(16)	PROGRAM STAGE
nded	Multnomah	051	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE (32)	U.S. (36)(37) (41)
U	9723	Co. Rd.	

MILES (34)(38)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (39)(46)	FEDERAL FUNDS (47)(78)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1.0	28,010	24,030	1,990	1,990 (Co.)	Utility Adj. & prep. work as required.
1.0	432,000	370,650	30,675	30,675 (Co.)	ROW-60' normal; Access Control-part.; Parking Restrictions-None
1.0	460,010	394,680	32,665	32,665 (Co.)	

(18) (23)(24) (93) REMARKS

-over-

SE DUKE ST.-SE CLATSOP ST. SECTION

PROJECT NO. IX-9723(1)

Existing Facility: (SE 72nd Ave.) Two 10' bit. surfaced traveled lanes, 7' shoulders with flashing traffic beacons at intersections of Duke and Flavel Streets.

Adjacent Facilities: Roadway same as existing facility.

Project Data: The proposed work is as follows:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Construct, on existing alignment, a 44' curbed section providing two 12' travel lanes of high-type pavement with 10' parking lanes, adjust flashing traffic beacons as required and sidewalk on both sides including incidental work common to this type of project. Utility adjustment as required.

System Action, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Re
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(2) Dis

FHPM 7-7-5
(1) Pu

(2) Lo

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IM 50-1-70 Requirements:

(1) State Clearinghouse---Exempt from A-95 review under working agreement.

(2) District 2 Clearinghouse---A-95 review satisfied through inclusion of project in CRAG TIP FY 77 annual element.

FHPM 7-7-5 Requirements:

(1) Public Hearings---None required under Oregon Action Plan.

(2) Location/Design---Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30.4-1.

Maintenance of Traffic Operations Improvements: A State-County agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23 USC.

Data for PR-37:

Type Code 6201 (Roadway)	$402,000
Type Code Y031 (Traffic Signals)	30,000

NOTE: This project is in Congressional District No. 3.

This is a substitute project utilizing transfer funds from Mt. Hood Freeway (I-80N) withdrawal under 23 U.S.C. 103(e)(4).

DATE: February 4, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the February 15 meeting will be two requests from Multnomah County for Urban System projects.

One request is for reconditioning and resurfacing approximately 158,000 square feet of the Burnside Bridge at a cost of $350,000.

The other request is for a $460,000 project to widen and improve a 1.0-mile segment of S.E. 72nd Avenue.

It is proposed that funding of these two projects will be accomplished by transferring approximately $696,000 of Interstate transfer funds, withdrawn from the Mt. Hood Freeway, to the Urban System. Multnomah County will provide all the match funds for these projects, in the amount of $113,400. The Governor and CRAG have approved the use of Interstate transfer funds for these projects.

I recommend approval of these projects and request authority to sign the project agreements for and on your behalf.

bc R. A. Burco)
C. W. Head)
F. B. Klaboe)
E. S. Hunter)
R. L. Schroeder)
R. N. Bothman)
W. J. Hart)
L. W. Rulien)
L. E. George)
V. E. Skoog)
D. N. Harwell)
George Bell)

This replaces letter of January 21 with revised attachments. Please destroy your previous copy.

MULTNOMAH COUNTY
Proposed Urban System Project

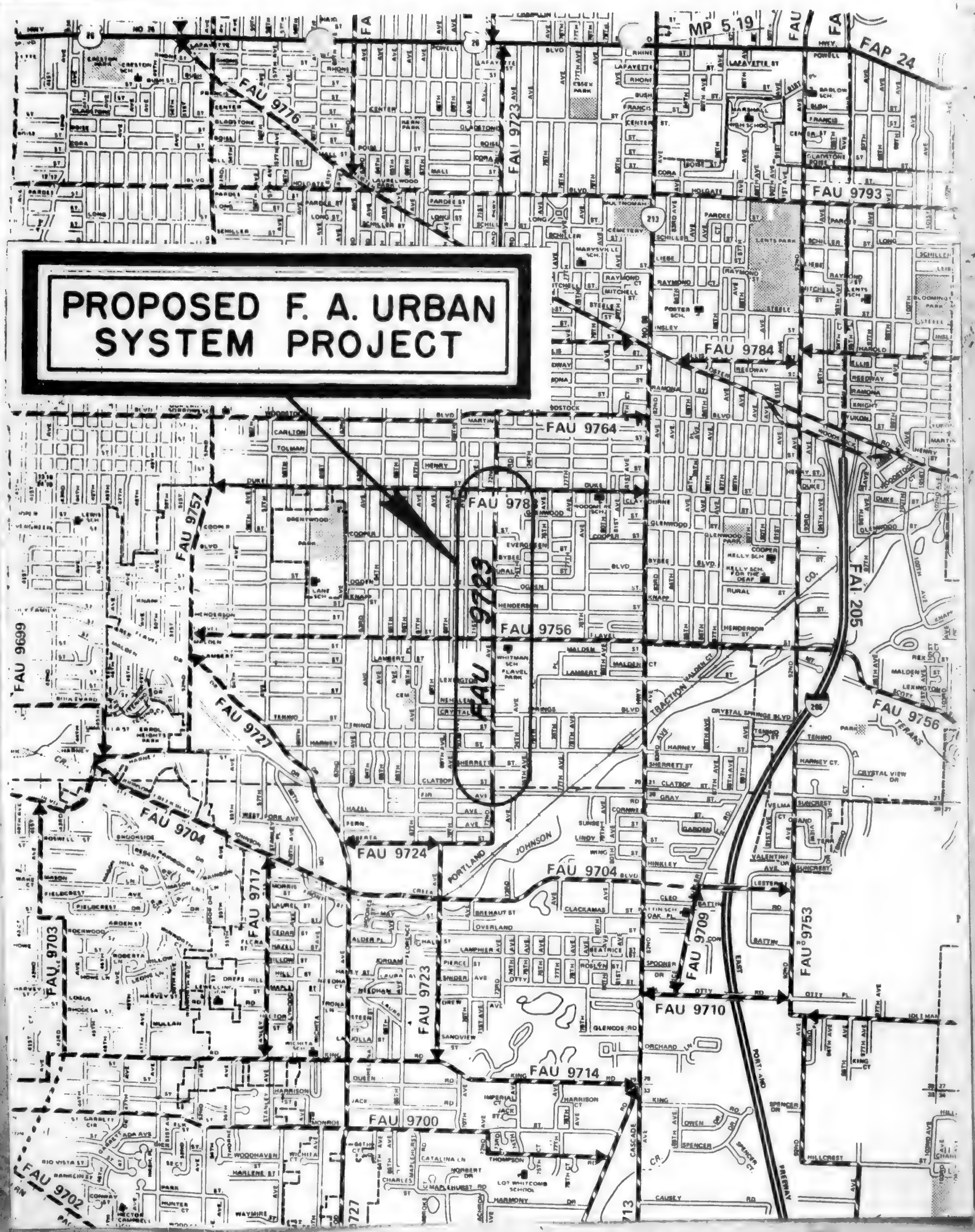
S. E. Duke Street-S. E. Clatsop Street Section
S. E. 72nd Avenue, FAU 9723
Grade and Pave
1.0 mile
$460,000

This project entails all the work and costs to widen and improve S. E. 72nd Avenue to a two-lane curbed section with parking and sidewalks on both sides.

Multnomah County will perform the bulk of the preliminary and construction engineering.

It is proposed that the project will be funded from Interstate Transfer funds from the former Mt. Hood Freeway transferred to the Urban System.

PROPOSED F. A. URBAN SYSTEM PROJECT



~~PRO 6-2~~

February 1, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rutten
Program Management Engineer

SUBJECT Project Data Submission
Multnomah County

SE 72nd Ave.

We are submitting project data for the following projects:

Item No.	Project No.	Section
71437	M-9723(1)	S.E. Duke St.-S.E. Clatsop St.
71438	M-9326(2)	Burnside Bridge

These projects have been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that each project falls in the classification of a nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval. The estimated total cost and federal funds to be obligated on each project is as follows:

Project No.	Total Cost	Federal Funds
M-9723(1)	$28,010	$24,030
M-9326(2)	$18,100	$15,500

(3) Concurrence that Interstate Transfer Funds (which we intend to utilize, when available, on these projects) are eligible for obligation retroactive to the effective authorization date established for these projects.

JLG:ro

Attachments

cc: R. N. Bothman (Metro)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-A

February 2, 1977

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd, SCL Portland to Clackamas Co. Line 65					ADT	PRESENT 6,500	FUTURE 7,000 (66) (70
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Gr, Dr, H.T. Pave, Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (75)	P (7			
CARD 4	CLASS OF FEDERAL FUNDS Urban System						COUNTY NAME M				
	NAME OF URBAN AREA 17-31 Portland						ROUTE NO. U	FEDER 9			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	ESTIMATED PROJ FEDERAL FU
1	(14-15)	(16	41	42	43 46	52		(54) (58)	(59) (66)	(67)
5					PE			1.0	28,010	24,030
5					ROW					
3					CONST (CODE) 6201 Y031		"SE Duke St.-SE Clatsop St. Section"	1.0	432,000	370,650
								1.0	460,010	394,680

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
		JLG	

1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

FEDERAL-AID PROGRAM DATA

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ne	ADT	6,500	7,000	97	10	Oregon	41	W36	71437

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					M-	9723	(1)		

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U — FEDERAL-AID: 9723 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [ ] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1.0	28,010	24,030	1,990	1,990 (Co.)	Utility Adj. & prep. work as required.
1.0	432,000	370,650	30,675	30,675 (Co.)	ROW-60' normal; Access Control-part.; Parking Restrictions- None
1.0	460,010	394,680	32,665	32,665 (Co.)	

REMARKS

-over-

SE DUKE ST.-SE CLATSOP ST. SECTION

PROJECT NO. M-9723(1)

Existing Facility: (SE 72nd Ave.) Two 10' bit. surfaced traveled lanes, 7' shoulders with flashing traffic beacons at intersections of Duke and Flavel Streets.

Adjacent Facilities: Roadway same as existing facility.

Project Data: The proposed work is as follows:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Construct, on existing alignment, a 44' curbed section providing two 12' travel lanes of high-type pavement with 10' parking lanes, adjust flashing traffic beacons as required and sidewalk on both sides including incidental work common to this type of project. Utility adjustment as required.

System Action, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requ
(1) State

(2) Distr

FHPM 7-7-5 Req
(1) Publ

(2) Loca

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IM 50-1-70 Requirements:

(1) State Clearinghouse---Exempt from A-95 review under working agreement.

(2) District 2 Clearinghouse---A-95 review satisfied through inclusion of project in CRAG TIP FY 77 annual element.

FHPM 7-7-5 Requirements:

(1) Public Hearings---None required under Oregon Action Plan.

(2) Location/Design---Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30.4-1.

Maintenance of Traffic Operations Improvements: A State-County agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23 USC.

Data for PR-37:

Type Code 6201 (Roadway)	$402,000
Type Code Y031 (Traffic Signals)	30,000

NOTE: This project is in Congressional District No. 3.

8817

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR. 97213

January 28, 1977

FILE:

FROM: DAVID A. WILLHITE
Project Coordinator

SUBJECT: S.E. 72nd Avenue
Duke Street to S.E. Clatsop Street
Multnomah County

TO: GARY ZEHNER
Project Management

Attached is a revised federal aid project request from Multnomah County for the above project. The environmental assessment has been sent to Gary Potter's office. Our region environmentalist feels it will be a class 3 non-major assessment only project. This is a number one priority project for Multnomah County so please expedite.

ldo

Attachment

PROJECT MANAGEMENT
JAN 26 77
REFER TO
FOR
Info | Investigate | R/W | Action | File | Letter | See me
X

Hopkins
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FEDERAL AID PROJECT REQUEST

Date January 26, 1977

Applicant Agency Multnomah County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project 4E-4 TRANSFER FUNDS

Federal Aid Route No. 9723 Route Name S. E. 72nd Avenue

Project Name S. E. 72nd Avenue Road Reconstruction

Project Length 1 mile Project Location (Attach sketch map)

Project Description Reconstruct existing two lane road to 44 foot width, with concrete curbs and sidewalks from S.E. Duke St. (Portland city limits) to S.E. Clatsop St. (County line).

Average Daily Traffic 5900 to 6500 vpd Design Speed Posted speed 30 mph

Complete Applicable Sections:

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
JAN 28 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
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Bring Up ___/___/___
Other

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 34 ft. Travel Lanes 2 - 10' AC Shoulders 2 - 7' Gravel
Medians none Parking On shoulder and adjacent R/W.
Sidewalks none
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 ft. Travel Lanes 2 Shoulders none
Medians none Parking Adjacent to curb
Curbed Both sides Length Curb Radii 10 ft.
Sidewalk/Bikeway Sidewalk on both sides
Remarks Reconstruct existing roadway with adequate base and paving to a width of 44 feet with concrete curbs and sidewalks on both sides.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks No right of way required. Roadway to be constructed within existing R/W.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Existing red warning flashers at Duke St. and Flavel St.

2. Proposed Signalization:

Location No change

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Street lighting provided by Service District

2. Proposed Illumination:

Location No change in present lighting

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location No structures on project

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location No structures on project

Approximate Size: Length Width

Are sidewalk/bikeways desired:_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks A Little League baseball park located on west side between SE Harney and SE Tenino St. will lose parking. Vehicles may park on side streets and parallel to the curb on SE 72nd Ave.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad_____
Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Mult. County Environmental Services Office
2.	Environmental	" " " " Office
3.	Public Hearing	" " " " Office

Remarks Individual contacts will be maintained with abutting property owners regarding their needs.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant X State_____ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 432,000.00
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	0
Railroad	---
Other_____	
Preliminary engineering 7%	28,000.00
PROJECT TOTAL	$ 460,000.00

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

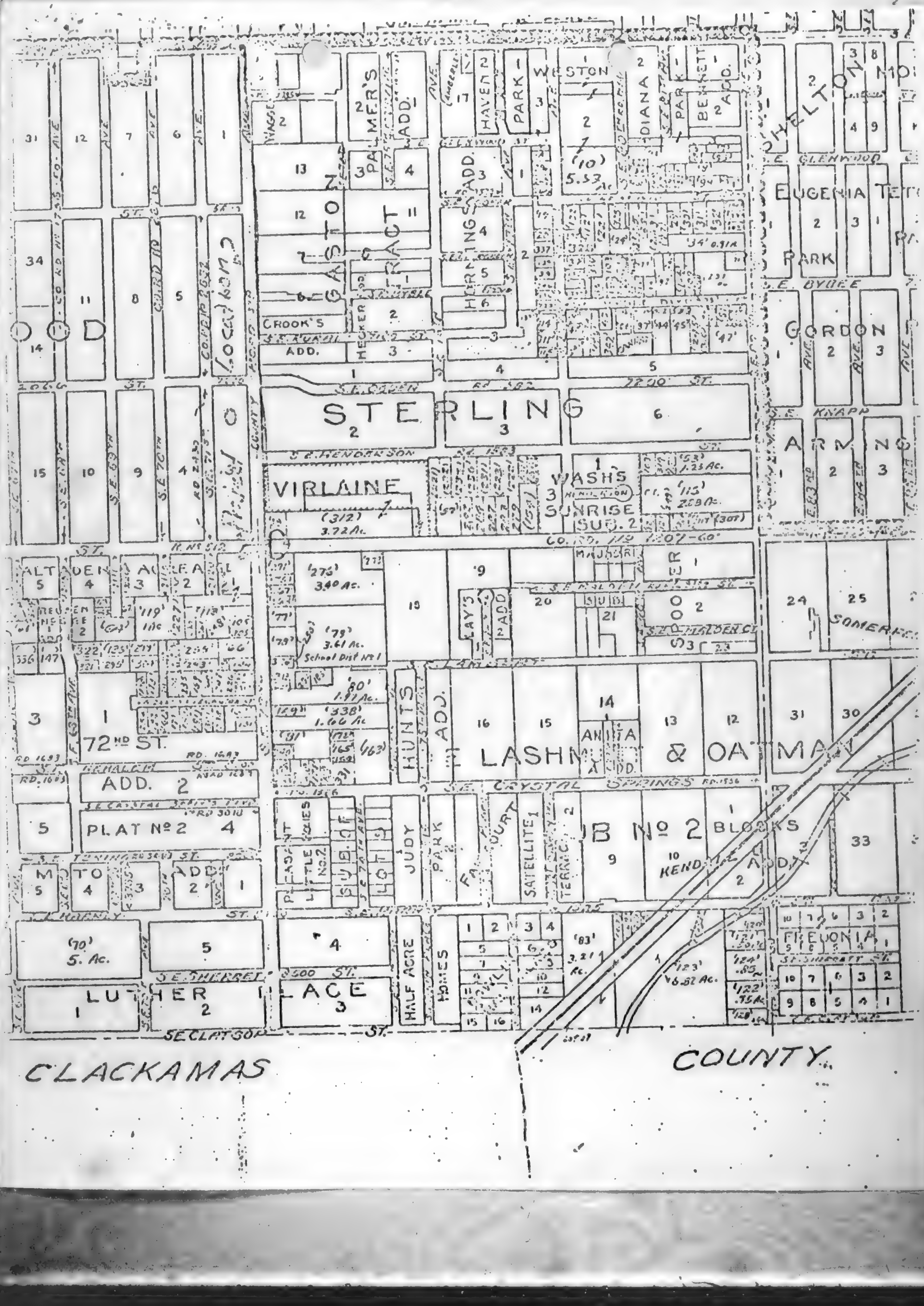
CITY OF _____ and/or Multnomah COUNTY

By_____ By OLIVER J. DOMREIS, County Engineer

By_____ By_____

By_____

PROPOSED F. A. URBAN SYSTEM PROJECT


STERLING
VIRLAINE
WASH'S SUNRISE SUB. 2
CROOK'S ADD.
HERZER ADD.
PALMER'S ADD.
HAVEN PARK
DIANA
BENNETT ADD.
EUGENIA TERRACE
PARK
GORDON
ARNOLD
ADD.
HERZING ADD.
GASTON
LOCUST
DENVER
ALTA
AGLEA
72ND ST.
PLAT No 2
ADD. 2
HUNTS ADD.
LASHMAN & OAKMAY
CRYSTAL SPRINGS
SUB No 2 BLOCKS
KENDALL ADD.
SATELLITE TERRACE
JUDY
PARK
FAIRCOURT
HALF ACRE
HOMES
LUTHER PLACE
FIRDONIA
SOMERSET
CLACKAMAS
COUNTY

8817

DATE: January 21, 1977

TO: Oregon Transportation Commission

FROM:
F. S. Coulter
State Highway Engineer

SUBJECT: Federal-Aid Urban System Project Requests

On the Consent Calendar for the February 15 meeting will be two requests from Multnomah County for Urban System projects.

One request is for reconditioning and resurfacing approximately 158,000 square feet of the Burnside Bridge at a cost of $350,000.

The other request is for a $460,000 project to widen and improve a 1.0-mile segment of S.E. 72nd Avenue.

It is proposed that funding of these two projects will be accomplished by transferring approximately $696,600 of Interstate Transfer funds, withdrawn from the Mt. Hood Freeway, to the Urban System. The State will provide approximately $56,700 in match funds and Multnomah County will provide a like amount. The Governor and CRAG have approved the use of Interstate Transfer funds for these projects.

I recommend approval of these projects and request authority to sign the project agreements for and on your behalf.

GEZ:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. J. Hart
L. W. Rulien
L. E. George
V. F. Skoog
D. N. Harwell
George Bell

MULTNOMAH COUNTY
Proposed Urban System Project

S. E. Duke Street-S. E. Clatsop Street Section
S. E. 72nd Avenue, FAU 9723
Grade and Pave
1.0 mile
$460,000

This project entails all the work and costs to widen and improve S. E. 72nd Avenue to a two-lane curbed section with parking and sidewalks on both sides.

Multnomah County will perform the bulk of the preliminary and construction engineering.

It is proposed that the project will be funded from Interstate Transfer funds from the former Mt. Hood Freeway transferred to the Urban System.

PROPOSED F. A. URBAN SYSTEM PROJECT

ROUTING SLIP

DATE: 1-13-77

DEPARTMENT OF TRANSPORTATION

DIRECTOR 8819	FINANCE (DOT)	PUBLIC AFFAIRS
DEPUTY DIRECTOR	INFORMATION SYSTEMS	SAFETY
ADMINISTRATION (DOT)	LABOR RELATIONS	TRANSPORTATION RESEARCH
CHIEF COUNSEL	OPERATIONS	AERONAUTICS DIVISION
COMMISSION SERVICES	PERSONNEL OPERATIONS	MASS TRANSIT DIVISION
EMPLOYEE DEVELOPMENT	PLANNING	MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RIGHT OF WAY
DEPUTY STATE HWY. ENGINEER	FHWA	ROAD DESIGN
ASSISTANT FOR DESIGN	LANDSCAPE	SIGN SHOP
ASSISTANT FOR OPERATIONS	LOCATION	TRAFFIC ENGINEERING
ASST. FOR RIGHT OF WAY AND DEVELOPMENT	MAINTENANCE	TRAVEL INFORMATION
METROPOLITAN ENGINEER	MATERIALS	UTILITIES ENGINEER
ACCOUNTING (HIGHWAY)	PARKS AND RECREATION	GENERAL FILES
BRIDGE DESIGN	PERMITS & WEIGHMASTER	LIBRARY
CONSTRUCTION	PHOTOCOPY	MAIL ROOM
COUNTY-CITY RELATIONS	PROJECT MANAGEMENT	REGION NO.
DATA PROCESSING	RADIO	DISTRICT NO.
ENVIRONMENTAL	RESEARCH	

ATTENTION: Don Stoddemeyer FROM: Zenner

COMMENTS: Please review Project Request & Estimate & return w/comments HEZ.
Section adequate, Est. O.K.! HEZ.
DMS

FORM 61-734-3100 SP*19789-734

Rev. 6/3/75

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date September 14, 1976

Applicant Agency Multnomah County

Federal Aid System Route No. FAU 9723 Route Name S. E. 72nd Avenue

Project Name S. E. 72nd Avenue Road Reconstruction

Project Length 1 mile Project Location (Attach sketch map)

Project Description Reconstruct existing two lane road to 44 ft. width with concrete curbs and sidewalks from S. E. Duke St. (Portland city limits) to S. E. Clatsop St. (County Line).

Average Daily Traffic 5900 to 6500 vpd Design Speed Posted speed 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes Two Shoulders 7 ft.

Medians None Parking on shoulder

Sidewalks None

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 ft. Travel Lanes Two Shoulders None

Medians None Parking adjacent to curb

Curbed both sides Length Curb Radii 10 ft.

Sidewalk/Bikeway sidewalk on both sides

Other

FOOTNOTES:

Description of Proposed Roadway Work Reconstruct existing roadway with adequate base and paving to a width of 44 ft. with concrete curbs and sidewalks on both sides.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 10 1976
COUNTY
CITY
UNIT

Required Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

9/14/76
b

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum _____ Maximum _____

2. Will Additional Right-of-Way Be Needed? No Explain _____

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? _____

4. Will applicant acquire right-of-way and have State review negotiations?
Yes _____ No No

5. Should State negotiate and acquire right-of-way in behalf of applicant?
No

6. Should State prepare options? Yes _____ No No

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain _____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization:

Existing red warning flashers at Duke Street and Flavel Street.

2. Proposed Signalization:

Location No change

Type _____

Phases _____
Type of Suspension _____
Interconnected _____
Other _____

FOOTNOTES: _____

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location:

Street lighting provided by Service District.

2. Proposed Illumination:

Location No change
Type _____

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type _____
Size _____
To Remain in Place? _____

2. Proposed Structure:

Location None

Is a particular type of structure and design desired? _____

Approximate size of proposed structure_____

Are sidewalk/bikeways desired?_____

Are any utilities to be attached to structure?_____

FOOTNOTES:_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location_____

Type of existing crossing_____
Existing crossing protection_____

Name of Railroad_____
Number of Tracks: Mainline_____ Siding_____ Total_____
Angle of Intersection_____
Sight Distance: (Direction)_____ Distance_____
(Direction)_____ Distance_____
Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

2. Will existing railroad crossing be altered?_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Multnomah County Dept. of Environmental Services Office
2. Environmental — Multnomah County Dept. of Environmental Services Office
3. Public Hearing — Multnomah County Dept. of Environmental Services Office

REMARKS: _____

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections None

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No _____

Does the applicant desire to perform the project construction engineering?
Yes X No _____

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work includes construction engineering	$ 432,000.00
Right-of-Way Costs (if participating)	0
Traffic Control	0
Illumination	0
Structures	0
Railroad	
Other _____	
Preliminary Engineering 7%	28,000.00
PROJECT TOTAL	$ 460,000.00

FOOTNOTES: _____

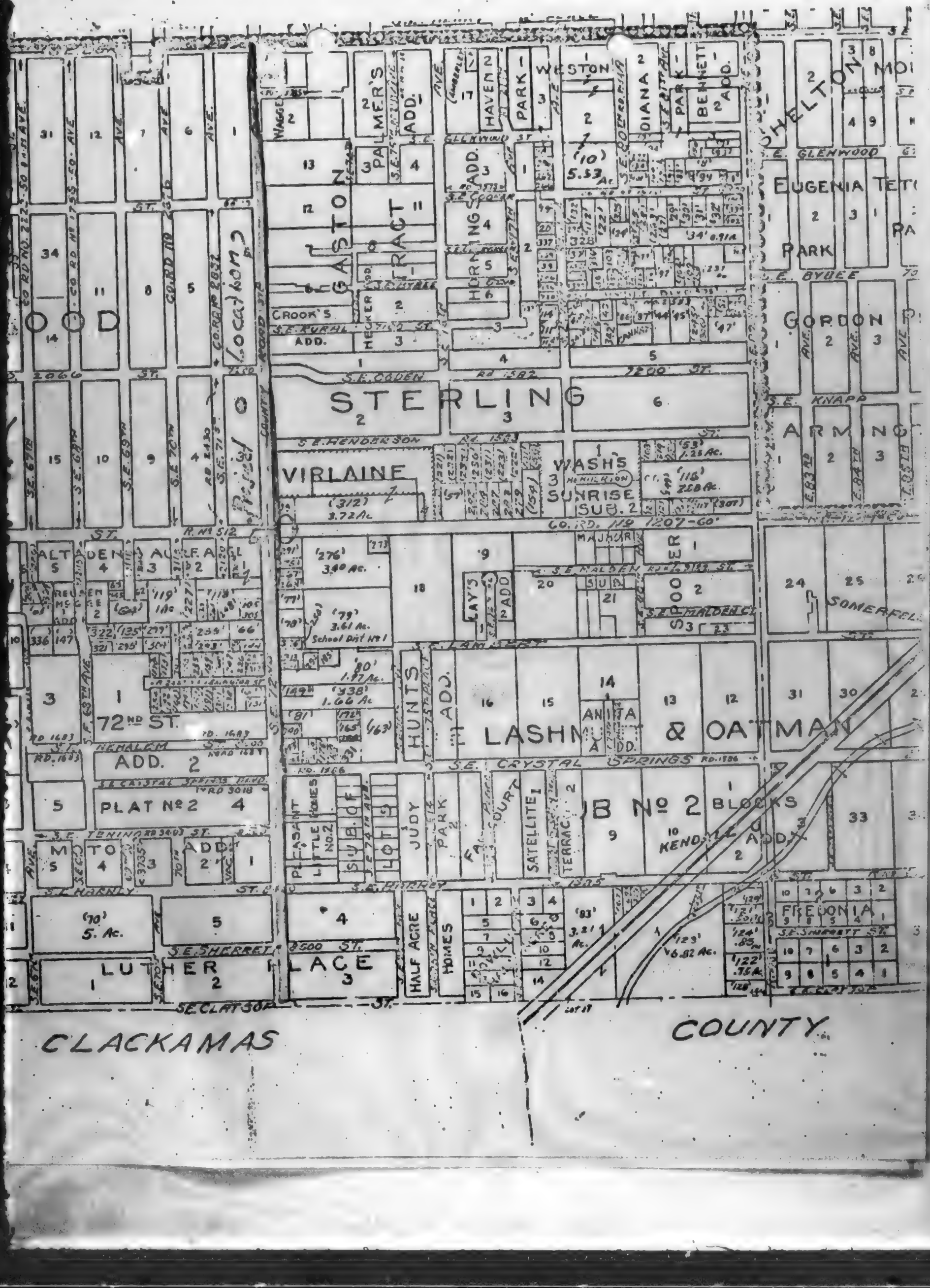
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of _____ and/or Multnomah County

By _____ By [signature]

By _____ By _____

By _____


GASTON
PALMER'S ADD.
HAVEN
PARK
WESTON
INDIANA
PARK
BENNETT ADD.
SHELTON
EUGENIA PARK
GORDON
ARMENO
HERRING ADD.
HERRING
HOLLYWOOD
CROOK'S ADD.
HECKER
STERLING
VIRLAINE
WASH'S SUNRISE SUB. 2
LASHNA & OATMAN
ANITA ADD.
HUNTS ADJ.
LAY'S ADD
SOMERFELL
SOOER
MAJAURA
KENDALL ADDY
PLEASANT HOMES
LITTLE No. 2
SUBDIV.
LOT 6
JUDY
PARK
FAIRCOURT
SATELLITE
TERRACE
HALF ACRE HOMES
FREEDONIA
LUTHER
LACE
ALTADENA
REUBENMERE
NEHALEM ADD. 2
PLAT No 2
TONINO ADD
SE 72ND ST.
SE CLATSOP ST.
SE HARNEY ST.
SE SHERRET ST.
SE HENDERSON ST.
SE KNAPP ST.
SE BYBEE ST.
SE GLENWOOD ST.
SE MALDEN ST.
SE CRYSTAL SPRINGS RD.
SE 7200 ST.
SE 8500 ST.
CO. RD. No 1207-60'
CLACKAMAS COUNTY

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 21, 1976

ROBERT W. STRAUB
GOVERNOR

Honorable William T. Coleman, Jr.
Secretary of Transportation
Nassif Building
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Coleman:

I request your approval to use Interstate Transfer funds for three highway projects on the Federal Aid Urban and Primary Systems in Portland. This use is covered under the provisions of Section 103(e)(4) of Title 23, United States Code, as amended by the 1976 Federal Aid Highway Act. Funds for these substitute projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System, approved by the Federal Highway Administration and Urban Mass Transportation Administration May 3, 1976.

The Columbia Region Association of Governments has approved these three projects. The purpose of the projects is to complete the preliminary engineering necessary to develop a high priority regional highway facility and construction of two high priority highway-related projects, identified and in conformance with the region's Interim Transportation Plan.

The proposed projects will benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn and are being developed in full accord with the region's continuing, cooperative, comprehensive transportation planning process. The projects are included in the regional Transportation Improvement Program.

I concur that these three projects represent regional priorities and I request the approval of their funding to be matched as follows:

	Federal Funds	Local Funds
Powell Blvd. Preliminary Engineering	$218,790	$36,210
Burnside Bridge Construction	300,300	49,700
S.E. 72nd Ave. Construction	394,680	65,320

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration's Division office to obligate these funds.

Sincerely,

Governor

cc: Larry Rice, Executive Director
Columbia Region Assn. of Governments

Robert A. Burco, Director
Oregon Department of Transportation

bc: F.B. Klaboe
H.S. Coulter
Robert Bothman
L.W. Rulien/CRAG material

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 20, 1976

The Honorable Robert W. Straub
Governor of Oregon
207 State Capitol
Salem, OR 97310

Dear Governor Straub:

The Columbia Region Assocation of Governments (CRAG) has requested that I forward their attached letter to you along with a proposed letter to U.S. Secretary of Transportation William Coleman. Both concern the use of Interstate Transfer funds made available by the withdrawal of the Mt. Hood Freeway.

I recommend your concurrence in CRAG's resolution and their suggestion that this Department process the request for use of Interstate Transfer funds. I am prepared to forward the necessary documents through the Oregon Division office of the Federal Highway Administration as soon as you send the letter to Secretary Coleman.

Sincerely,

Robert A. Burco
Director of Transportation

cc: CRAG

Enclosure

bc: F. B. Klaboe
H. S. Coulter
Robert Bothman
L. W. Rulien

NOTED
F. B. KLABOE

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DEC 21 '76
REFER TO
FOR
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DES:ljt

8819

CRAG

Ledgerence

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

RY RICE, EXECUTIVE DIRECTOR

GULAR MEMBERS

ACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville

ULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village

ASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin

OCIATE MEMBERS

ARK COUNTY
Camas
Vancouver

lumbia City
apoose
Helens
Port of Portland
Met
State of Oregon

December 8, 1976

Mr. Robert Burco
Director
Oregon Department of Transportation
Highway Building
Salem, Oregon 97310

ME DE PRI PRO DI
O.S.H.D. - METRO
DEC 9 1976
FILE J/A

Dear Bob:

Enclosed herewith is a letter to Governor Straub which explains the Board's action of December 2, 1976 and requests his support of the Board's action.

Thank you for your assistance in handling this matter.

Sincerely yours,

Larry Rice
Executive Director

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FOR
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1

LR:hi

att: BD 761201 - Powell Blvd.
BD 761202 - Burnside and S. E. 72nd Ave

Transmittal letter to Governor Straub

cc: Lee Reilly
Jim McClure
12-13-76

cc Klahoe w/Attachments and Resolutions
Bothman " "

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Vancouver
- Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

December 8, 1976

The Honorable Robert Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

The Columbia Region Association of Governments (CRAG) has approved the attached resolutions authorizing preliminary engineering funds for Powell Blvd and construction monies for the Burnside Bridge and Southeast 72nd Avenue projects.

Procedures governing the approval of Interstate Transfer projects have been accomplished as follows:

The CRAG Board of Directors through BD 761104, established these projects as priority projects and allocated monies for their implementation pending concurrence by the Governor;

Revised the adopted Transportation Improvement Program and annual element as required and found the projects to be in full conformance with adopted plans, policies and the planning process;

Approved preliminary engineering in the amount of $204,000 for Powell Blvd and affirmed the use of State Bond monies for match;

Approved $395,600 for the 72nd Avenue project and $301,000 for the Burnside Bridge project in 103(e)4 monies; and

Authorized the Director to forward the necessary documents to the Governor for his consideration and submission to USDOT.

I am forwarding to you this data and request your concurrence. Approval of these projects will allow progress to be made on Powell Blvd towards construction and will result in implementation of the Burnside Bridge and the 72nd Avenue projects. The Board further recommends your submission of these applications to the Secretary of Transportation be made through ODOT and the Oregon Division of FHWA for programming.

Sincerely yours,

Larry Rice

Larry Rice
Executive Director

LR:hi

cc: Mr. Robert Burco

att: resolutions - BD 761104
BD 761201
BD 761202
Project data

CRAG RESOLUTION

BD 761201 (Revises BD 761104 & BD 750906R)

FOR THE PURPOSE OF APPROVING AND OF FORWARDING TO THE GOVERNOR FOR SUBMISSION TO USDOT, THE POWELL BOULEVARD PROJECT.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976; and

WHEREAS, the Governor has requested that CRAG prioritize and program substitute projects; and

WHEREAS, the City of Portland and Multnomah County have requested initiation of the Powell Boulevard project, and

WHEREAS, ODOT is developing a proposed Powell Boulevard project, a project description and budget estimate attached hereto as Exhibit A; and

WHEREAS, the Powell Boulevard project is divided into two sections with preliminary engineering on the first section from the east end of the Ross Island Bridge to 52nd Avenue nearly completed using state bond funds; and

WHEREAS, the purpose of this project is to complete preliminary engineering on the first section, and to perform preliminary engineering on the second section from 50th Avenue to I-205 to develop a highway improvement project in conformance with the region's Interim Transportation Plan, and to benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn; and

WHEREAS, the CRAG Transportation Technical Advisory Committee and its Interstate Transfer Subcommittee and staff have found the project in accord with the CRAG Criteria and Priorities for funding with Interstate Transfer funds and recommended Board approval of the project; now therefore be it

RESOLVED, the Board of Directors hereby amends the adopted Transportation Improvement Program by including the preliminary engineering for the Powell Boulevard project in the FY 1977 annual element, and be it further

RESOLVED, the Board of Directors hereby finds the proposed project in accord with the region's continuing, cooperative, comprehensive transportation planning process; and be it further

RESOLVED, the Board of Directors hereby revised BD 761104 adopted on November 4, 1976, by approving Preliminary Engineering in the amount of $204,000 Federal monies out of the $11,008,000 reserved for the Powell Boulevard project leaving a balance of $10,804,000 to accomplish the project; and be it further

RESOLVED, the Board of Directors hereby revises BD 750906R reducing State Bond monies allocated to Powell Boulevard from $2,985,000 to $2,934,000 or $51,000 which will be used as match for the above project, and be it further

RESOLVED, that the Board of Directors directs its Executive Director to forward the project application to the Governor for his submission to USDOT.

ADOPTED by the Board of Directors this 2nd day of December, 1976.

By Larry Rice
Larry Rice, Executive Director

EXHIBIT "A" TO BD 761201

The Powell Boulevard project consists of two sections: (1) Ross Island Bridge to 52nd Avenue, and (2) 50th Avenue to I-205.

State Bond money has been used to fund preliminary engineering on the first section. The remaining engineering on the first section and all the engineering on the second section will be funded with Mt. Hood Freeway transfer funds.

The estimated FY 1977 funding required for this project is $60,000 to complete the first section, and $195,000 for the second section, for a project cost of $255,000; $204,000 Federal and $51,000 match. About $133,000 has been expended for the first section to date under State Bond Funds.

Specifically, the funds for preliminary engineering are for the following:

	Section 1	Section 2
Field Engineering Complete field surveys. In depth design efforts to support the DEIS and FEIS. Support hearing activities. Support TAC. Coordinate effort of project. Supervise project activities.	$16,000	$90,000
Citizen Participation Support CAC activities. Hold local meetings. Provide news media contact and information program; maintain public awareness. Publish "Powell Boulevard News".	$ 4,000	$15,000
Final Design and Construction Plans Complete design and plans for both sections	$19,000	$20,000
Preliminary Design Support hearing, etc., with exhibit materials. Advise and assist in design.	$ 1,000	$ 1,000
Right-of-Way Right-of-way description	$ 3,000	$ 3,000
Soil Geological exploration		$ 2,000
Traffic Analyze traffic data and assist in presentations.		$ 2,000
Liaison (R/W) Citizen contact	$ 3,000	$ 5,000
Utility Coordinate design with public utilities having facilities within the project on both sections.	$ 1,000	$ 1,000

	Section 1	Section 2
Photogrammetry Provide all photography for mapping, recon, etc.		$ 3,000
Location Studies Hydrology studies.		$ 1,000
Specifications Prepare specifications for both sections.	$ 2,000	$ 2,000
Planning Modeling to test alternatives.		$10,000
Environmental Section Research development, edit, evaluate, finalize, publish, and distribute DEIS and FEIS. Support hearing. Air/noise studies.	$ 9,000	$38,000
Hearing Prepare, conduct, and summarize hearing.	$ 2,000	$ 2,000
Subtotals	$60,000	$195,000

Federal	$204,000
Local Match	51,000
TOTAL PROJECT COST	$255,000

CRAG RESOLUTION

BD 761202

FOR THE PURPOSE OF APPROVING AND OF FORWARDING TO THE GOVERNOR FOR SUBMISSION TO USDOT, THE BURNSIDE BRIDGE AND SOUTHEAST 72ND AVENUE PROJECTS.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976; and

WHEREAS, the Governor has requested that CRAG prioritize and program substitute projects; and

WHEREAS, Multnomah County has identified projects for the Burnside Bridge and Southeast 72nd Avenue which are in conformance with the region's Interim Transportation Plan, and which benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn; and

WHEREAS, the purpose of the Burnside Bridge project is to resurface the bridge deck and reconstruct and seal all roadway expansion joints; and

WHEREAS, the purpose of the Southeast 72nd Avenue project is to reconstruct this street between Southeast Duke Street and Southeast Clatsop Street to 44 foot width with curbs and sidewalks; and

WHEREAS, Federal Aid Urban System Project requests have been prepared to initiate these projects, and submitted to CRAG; and

WHEREAS, the CRAG Transportation Technical Advisory Committee, its Interstate Transfer Subcommittee and staff have found the project in accord with the CRAG Criteria and Priorities for funding with Interstate Transfer Funds and recommended Board approval of the projects; now therefore be it

RESOLVED, the Board of Directors hereby amends the FY 1977 annual element of the Transportation Improvement Program to include

the Burnside Bridge and 72nd Avenue projects; and be it further

RESOLVED, the Board of Directors hereby finds the proposed projects in accord with the region's continuing, cooperative, comprehensive transportation planning process; and be it further

RESOLVED, the Board of Directors hereby implements BD 761104 by approving the expenditure of $301,000 in federal 103(e)4 monies set aside for the Burnside Bridge Resurfacing project and $395,600 in federal 103(e)4 monies set aside for the S. E. 72nd Reconstruction project; and be it further

RESOLVED, the Board of Director hereby directs its committees and staff, pending successful completion of the transfer of the 103(e)4 funds above to add a total of $696,600 to existing Federal Aid Urban System monies available for reprogramming; and be it further

RESOLVED, the Board of Directors directs its Executive Director to forward the project applications to the Governor for his submission to USDOT.

ADOPTED By the Board of Directors this 2nd day of December, 1976.

By Larry Rice
Larry Rice, Executive Director

CRAG RESOLUTION

BD 761104

FOR THE PURPOSE OF SETTING ASIDE A SUM OF TRANSFER MONEY FOR FUTURE TRANSFER TO CONSTRUCT TRANSIT CORRIDOR PROJECTS AND PROJECTS IDENTIFIED AS SOUTHEAST PORTLAND.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976, and

WHEREAS, the Governor has stipulated the priority of the Transit Corridor projects and Southeast projects, and

WHEREAS, the Interstate Transfer Committee submitted for consideration at the September 30 Board meeting a recommendation, which in part, requested adoption of the following at the November 4 Board of Directors meeting, now therefore be it

RESOLVED, the Board of Directors of CRAG hereby reserves to selected corridor projects a total amount of $152,750,000 estimated to include $26,875,000 for the Sunset Corridor Transitway, $69,875,000 for the Banfield Transitway and $56,000,000 for the Oregon City Transitway; and be it further

RESOLVED, the Board of Directors of CRAG hereby reserves or pledges to implementation a total amount of $16,004,600 in federal funds for Southeast Portland projects. Said amount includes:

Burnside Bridge Resurfacing and Joints. Reconstruct and seal expansion joints and opening. Pave to 1¼".	301,000
S.E. Portland, & E. Mult. Co. TSM projects and roadway related projects to improve efficiency consisting of signing, signalization and stripping, street reconstruction and repair.	4,300,000
S.E. 72nd - From SE Duke to SE Clackamas, reconstruct	395,600
Powell Blvd. - Ross Island Bridge over river to I-205 turnouts, signalization, PE, land acquisition.	11,008,000

AND BE IT FURTHER

RESOLVED, the Board directs its Committees and staff to take all steps necessary to ensure the purposes of this resolution are carried out.

ADOPTED By the Board of Directors this 4 day of November, 1976.

By Larry Rice
Larry Rice, Executive Director

8317

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date Sept. 13, 1976

Section Duke to Clatsop St.

Unit (if appl)

County Multnomah

City

Highway S. E. 72nd Avenue

State Hwy. No.

Termini: M.P.(if appl)

Length 5200'

Region

Construction Estimate $460,000
Program Amount

B. Purpose of Project:

To reconstruct the road to provide additional roadbed strength for present bus and heavy service vehicles; provide left turns and bus turnouts at major intersections for improved traffic flow and safety; provide walkways for pedestrian safety and convenience; more effectively control surface water runoff; and to reduce cost of maintenance.

C. Origin & History of Project:

S.E. 72nd Avenue was established as a county road with 60 feet of right of way on February 5, 1885, and has been continuously used from that date. It was last reconstructed in the summer of 1952 with 20 feet of pavement and 7 foot shoulders. Since that time, it has been resurfaced once. The road serves as a major transportation route from the south end of Multnomah County and the north end of Clackamas County, to the City of Portland.

D. General Description of Project:

The project lies in the near East Multnomah County, in the highly urbanized area adjacent to the City of Portland. It runs from the city limits at S.E. Duke Street to the County line at S.E. Clatsop Street, a distance of 0.996 miles. The proposal is to widen the road to 44 feet with curbs and construct portland concrete sidewalks on both sides.

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. X; Parking ____

Proposed: No. Lanes 2; Med. X; Shldrs. ____; Parking X

Traffic: Existing Facility: Existing ADT 6500; Projected ADT 7000; Yr. 1990

Existing Level of Service C or better

Proposed Facility: Projected ADT _____; Yr. 1990

Projected Level of Service _____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Waste material from this project may be used as reclamation fill in nearby old gravel pits.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Design alternate is to repave with 4 inches of A.C. and widen pavement from 20 feet to 24 feet.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area is highly urbanized. Most of the right of way is clear of plantings, with the exception of a few large deciduous trees.

2. Cultural:

There are minor pockets of commercial buildings at the major intersections along the route. There are a few multiple family dwellings, but it is predominantly single family. House values range from low to middle and are generally from the 1920 and 1930 area. There are a few new homes.

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

Removal of some trees with trunk sizes of 14" to 18".

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

No change.

d. Area Land Use and Transportation Plans, and Zoning

Project is consistent with present zoning, which is mixed R7, A2, C3, and C4, and with the Comprehensive Plan for transportation and land use.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	X ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ___ 1 ___ 2 X 3 ___ 4

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

General reduction of delays, provide safer traffic movements, provide more adequate road for bus transportation, provide pedestrian areas.

Consequences--Air Quality, Noise, Safety, etc.:

Less traffic congestion should provide for increase in air quality and safety, and decrease in noise.

3. Estimated Impact on Land Use:

Is fully developed, and due to zoning, the land use should not change. Some very inexpensive houses may be removed and replaced with middle value homes.

Consequences:

No change.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

General reduction of delays, provide safer traffic movements, provide more adequate road for bus transportation, provide pedestrian areas.

Consequences--Air Quality, Noise, Safety, etc.:

Less traffic congestion should provide for increase in air quality and safety, and decrease in noise.

3. Estimated Impact on Land Use:

Is fully developed, and due to zoning, the land use should not change. Some very inexpensive houses may be removed and replaced with middle value homes.

Consequences:

No change.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of Authorizing Submission of Project)
Applications to the Interstate Transfer Committee) ORDER
for Funding with Mt. Hood Freeway Transfer Funds)

Upon request from the Columbia Region Association of Governments for submission of projects to be funded with Mt. Hood Freeway Funds, the Department of Environmental Services has identified projects which effect transportation improvements in Southeast Portland/Multnomah County or which maximize County dollars available for local match of the transferred funds, and has selected another project for the initial request in addition to the six projects previously submitted; it is

ORDERED that Multnomah County Board of County Commissioners do hereby authorize Oliver J. Domreis, County Engineer, to submit a reconstruction project on S. E. 72ND AVENUE (from S. E. Duke Street to S. E. Clatsop Street) as described on the attached project request form to the CRAG Interstate Transfer Committee for funding with Mt. Hood Freeway Funds.

Dated this 23rd day of September, 1976.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

By Donald E. Clark
Chairman

APPROVED AS TO FORM:

GEORGE M. JOSEPH
County Counsel for
Multnomah County

By George M. Joseph
Deputy

1978 Grande Ronde River 8822
(Peach Lane) Br. Sec. of
Co. Rd. E. of Is. City

CKH 6428 2-15-78

PE

Sent for 1210 = AD 392

Did not Receive

Construction AD 504
CC 1904

8822

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-8-81	CC-81-47	

CREDIT DISTRIBUTION

PE - 231-1937-297
Const.- 231-1001-297

BILL TO: Code:

Union County Court

Courthouse - 1100 "L" Avenue

LaGrande, Oregon 97850

Attn: Honorable Earle C. Misener - Co. Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Grande Ronde River (Peach Lane) Bridge. This is a Safer OFF SYSTEM Project No. SOS-3100(2).			
County Share is:			
Federal Funds Collected			$170,409.69
County Advance Deposit			29,000.00
Less Project Costs			198,711.18
REFUND DUE COUNTY			$ 698.51
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 29,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 22,000.00
Balance	$ 7,000.00
Transfer to Highway Fund	$ 6,301.49
Refund Due	$ 698.51
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1903

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved: ORIGINAL SIGNED BY D. E. SWAN

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-8-81

COUNTY Union **Contract No.** 8822 **Date Completed** April 20, 1979

PROJECT # SOS-3100(2) **Section** Grande Ronde River (Peach Lane) Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
PE	$ 8,244.40
Construction:	
Payment to Contractor	$180,700.73
Engineering	9,766.05
	$190,466.78
Total Project Cost	$198,711.18
Federal Funds Collected	170,409.69
County's Share of Project Costs are:	
Federal Funds	$170,409.69
County Advance Deposit	29,000.00
Less Project Cost	198,711.18
REFUND DUE COUNTY	$ 698.51

Reference: Billing Form CC 81-47

FORM 734-1745

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: SOS-3100(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-9-78 To: 3-23-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$198,711.18	$198,612.69	85.80%	$170,409.69	$170,409.69	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	6-12-81

0.00

Use Voucher to Fed
partic. not JCS
per Diane

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Grande Ronde R. (Peach Lane) Bridge Section **County Road, Union County**					
	Preliminary Engineering					
	Type Code P.E.					
	State		All Required		$ 8,235.04	
	Construction					
	Type Code X080					
	Structure, Bridge #10816A (Sta. 19+96 To Sta. 21+26)					
	Final Contract Payment Summary		Lump Sum		180,611.60	
	Construction Engineering					
	State		All Required		[illegible]	
	Total Participating Cost				$196,612.69	
	Nonparticipating Cost					
	Interest on final payments		All Required		1.33	
	Construction Engineering		All Required		87.80	
	Preliminary Engineering		All Required		9.36	
	Total Nonparticipating Cost				$ 98.49	
	Total Project Cost				$196,711.[illegible]	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/21/81					
	AMOUNT CARRIED FORWARD					

GPO 944 883

TOTAL TO DATE JOB COST SUMMARY — JUNE 19

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCA YEAR TO
	230	1070	920	00 P 1			1
	230	1070	943	00 P 1			23
	230	1070	944	00 P 1	41.02		4
	230	1070	945	00 P 1	23.66		35
	230	1070	946	00 P 1	.89		3
			TOT	P1	2,980.24		217,51
			TOT	N1			22
			** JOB TOTALS **		2,980.24	**	217,7
UMATILLA COUNTY-PVM MARKINGS	CONT NO		FA PROJ NOS PMS 00S087 100				
	230	1072	920	00 P 1			1
			TOT	P1			1
			** JOB TOTALS **			**	1
GRANDE RONDE R BRDG	CONT NO	8822 *	FA PROJ NOS SOS 100002 100				
	231	1001	201	00 P 1			
	231	1001	206	00 N 1			
	231	1001	296	00 N 9			
	231	1001	297	00 N 9			
	231	1001	298	00 N 9			
	231	1001	900	00 P 1			1
	231	1001	900	00 N 1			
	231	1001	920	00 P 1			
	231	1001	944	00 P 1			TO
	231	1001	950	00 P 1			
			TOT	P1			12
			TOT	N1			
			** JOB TOTALS **			**	12
CATHERINE CR(WILKINSON RD)	CONT NO	9165 *	FA PROJ NOS BROS100003 100				
	231	1006	201	00 P 1			94,54
	231	1006	206	00 N 1			1
	231	1006	296	00 N 9			110,31
	231	1006	297	00 N 9			24,80
	231	1006	298	00 N 9			85,50
	231	1006	900	00 P 1	317.89CR		12,23
	231	1006	900	00 N 1	11.90CR		1
	231	1006	920	00 P 1			9
	231	1006	945	00 P 1			6
	231	1006	948	00 P 1			
			TOT	P1	317.89CR		106,94
			TOT	N1	11.90CR		3
			** JOB TOTALS **		329.79CR	**	106,97
0016490000063081	CONT NO	8794	FA PROJ NOS SOS 100001 100				
	231	1097	201	00 P 1			

NT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	230	1070	920	00 P 1		15.83	60.51	80	80
	230	1070	943	00 P 1		235.50	235.50	81	81
	230	1070	944	00 P 1	41.02	41.02	41.02	81	81
	230	1070	945	00 P 1	23.66	350.81	350.81	81	81
	230	1070	946	00 P 1	.89	31.91	31.91	81	81
			TOT	P1	2,980.24	217,512.03	217,560.76		
			TOT	N1		222.86	222.86		
			** JOB TOTALS **		2,980.24 **	217,734.89 **	217,783.62 **		
S	CONT NO		FA PROJ NOS PMS 00S087 100					STATE	
	230	1072	920	00 P 1		16.46	16.46	80	81
			TOT	P1		16.46	16.46		
			** JOB TOTALS **		**	16.46 **	16.46 **		
	CONT NO	8822 *	FA PROJ NOS SOS 100002 100					STATE	
	231	1001	201	00 P 1			180,611.60	78	79
	231	1001	206	00 N 1			1.33	79	79
	231	1001	296	00 N 9		9.85CR	185,250.54CR	78	80
	231	1001	297	00 N 9			22,000.00	78	78
	231	1001	298	00 N 9		9.85	163,250.54	78	80
	231	1001	900	00 P 1		11.48	9,360.40	78	80
	231	1001	900	00 N 1			87.80	78	79
	231	1001	920	00 P 1			17.18	78	78
	231	1001	944	00 P 1		108.96	108.96	81	81
	231	1001	950	00 P 1			279.51	79	79
			TOT	P1		120.44	190,377.65		
			TOT	N1			89.13		
			** JOB TOTALS **		**	120.44 **	190,466.78 **		
	CONT NO	9165 *	FA PROJ NOS BROS100003 100					STATE	
	231	1006	201	00 P 1		94,541.00	94,541.00	80	81
	231	1006	206	00 N 1		14.18	14.18	81	81
	231	1006	296	00 N 9		110,311.89CR	110,311.89CR	80	81
	231	1006	297	00 N 9		24,803.89	24,803.89	80	81
	231	1006	298	00 N 9		85,508.00	85,508.00	80	81
	231	1006	900	00 P 1	317.89CR	12,239.67	12,239.67	80	81
	231	1006	900	00 N 1	11.90CR	16.35	16.35	80	81
	231	1006	920	00 P 1		97.65	152.64	80	80
	231	1006	945	00 P 1		62.46	62.46	81	81
	231	1006	948	00 P 1		6.59	6.59	81	81
			TOT	P1	317.89CR	106,947.37	107,002.36		
			TOT	N1	11.90CR	30.53	30.53		
			** JOB TOTALS **		329.79CR**	106,977.90 **	107,032.89 **		
081	CONT NO	8794	FA PROJ NOS SOS 100001 100					STATE	
	231	1097	201	00 P 1			76,775.20	78	79

				TOT	P1			444.61CR		3.
				TOT	N1		7.41CR	7.41CR		
				TOT	N9			718.99		7
				** JOB TOTALS **			7.41CR**	452.02CR**		3,3
GRANDE RONDE RIV BR, RD 28	CONT NO		* FA PROJ NOS SOS 100002 100							
	231	1937	296	00	N 9		93.49	93.49		7,0
	231	1937	298	00	N 9		93.49CR	93.49CR		7,0
	231	1937	901	00	P 1					3,8
	231	1937	901	00	N 1					
	231	1937	905	00	P 1					7
	231	1937	906	00	P 1					2
	231	1937	914	00	P 1					
	231	1937	918	00	P 1					
	231	1937	920	00	P 1					
	231	1937	921	00	P 1					5
	231	1937	922	00	P 1					
	231	1937	923	00	P 1					
	231	1937	926	00	P 1			108.96CR		2,1
			TOT	P1				108.96CR		8,2
			TOT	N1						
			** JOB TOTALS **				**	108.96CR**		8,2
CATHERINE C(WILKINSON) BR	CONT NO		* FA PROJ NOS BROS100003 100							
	231	1944	296	00				2,611.20		2,6
	231	1944	296	00	N 9			4,992.02CR		16,1
	231	1944	297	00	N 9			2,000.00		2,0
	231	1944	298	00	N 9			380.82		11,5
	231	1944	901	00	P 1					6,5
	231	1944	905	00	P 1			1.50		5
	231	1944	906	00	P 1					
	231	1944	910	00	P 1					6
	231	1944	914	00	P 1					2
	231	1944	918	00	P 1					8
	231	1944	920	00	P 1					

DTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE

ESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TO D
	231	1944	921	00	P 1			1,4
	231	1944	922	00	P 1			
	231	1944	923	00	P 1			
	231	1944	926	00	P 1			1,7
	231	1944	927	00	P 1			2,0
			TOT	00			2,611.20	2,6
			TOT	P1			1.50	14,4
			TOT	N9			2,611.20CR	2,6
			** JOB TOTALS **			**	1.50 **	14,4

	TOT	P1				444.61CR		3,392.80			
	TOT	N1			7.41CR	7.41CR		7.41CR			
	TOT	N9				718.99		718.99			
** JOB TOTALS **					7.41CR**	452.02CR**		3,390.39	**		
A PROJ NOS SOS 100002 100										STATE	
	296	00	N	9	93.49	93.49		7,065.66CR			
	298	00	N	9	93.49CR	93.49CR		7,065.66			
	901	00	P	1				3,873.86			
	901	00	N	1				9.36			
	905	00	P	1				767.78			
	906	00	P	1				273.92			
	914	00	P	1				4.76			
	918	00	P	1				419.76			
	920	00	P	1				44.48			
	921	00	P	1				563.24			
	922	00	P	1				38.48			
	923	00	P	1				63.00			
	926	00	P	1		108.96CR		2,185.76			
	TOT	P1				108.96CR		8,235.04			
	TOT	N1						9.36			
** JOB TOTALS **					**	108.96CR**		8,244.40	**		
A PROJ NOS BROS100003 100										STATE	
	296	00				2,611.20		2,611.20			
	296	00	N	9		4,992.02CR		16,153.78CR			
	297	00	N	9		2,000.00		2,000.00			
	298	00	N	9		380.82		11,542.58			
	901	00	P	1				6,595.46			
	905	00	P	1		1.50		513.13			
	906	00	P	1				96.30			
	910	00	P	1				669.18			
	914	00	P	1				206.38			
	918	00	P	1				853.19			
	920	00	P	1				87.39			

FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
921	00	P 1			1,487.77
922	00	P 1			71.40
923	00	P 1			51.58
926	00	P 1			1,778.90
927	00	P 1			2,017.55
TOT	00			2,611.20	2,611.20
TOT	P1			1.50	14,428.23
TOT	N9			2,611.20CR	2,611.20CR
** JOB TOTALS **			**	1.50 **	14,429.23 **

8822

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8 - 29 - 80

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-3100(2)	Union	Oregon 8822

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved construction of a bridge, No. 10816A, over the Grande Ronde River. The bridge is 130 feet long and has a roadway width of 28 feet. All work was completed April 20, 1979 on the Grande Ronde River Bridge Section of Peach Lane 4 miles east of Island City.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Construction Company	$ 181,456.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* [signature]

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR SEP 2'80 REFER TO FOR File Act Sign D/R R/D Invest Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width N/A feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X080	0.025

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	6-27-79

12. IN COMPANY WITH
J. Scieski, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE B. K. Hossner Glenn K. Hossner	
14. TITLE Area Engineer	15. DATE 8/27/80	17. TITLE Field Operations Engineer	18. DATE 8/29/80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

#8822

August 3, 1979

Transamerica Insurance Company
1150 S. Olive Street
Los Angeles, CA 90015

Gentlemen:

A post-final payment for $1,071.80 will be made to Hamilton Construction Co. on Contract No. 8822 for work on the Grande Ronde River (Peach Lane) Bridge Section in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $180,611.60 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Read
CONTRACTION SERVICES

cc: Hamilton Construction Co.
P.O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
Wendell Schwartz

FKN/mdd

8822

June 19, 1979

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, CA 90015

Gentlemen:

Contract No. 8822 awarded to Hamilton Construction Co., for the Grande Ronde River (Peach Lane) Bridge in Union County was completed on April 20, 1979, and accepted by the State Highway Engineer on June 14, 1979.

Final payment in the amount of $2,000 will be released to the contractor after June 25, 1979. The total contract amount is $179,539.80 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Read
COMMISSION SERVICES

fhm

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8822

"eport # 27 FINAL

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Peach Lane Bridge		WEEK ENDING: April 27, 1979
		SECTION PREFIX: 231-1001
HIGHWAY: County Road NO. 28		COUNTY: Union
NAME OF JOB: Grande Ronde R. (Peach Lane) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 8822	FEDERAL AID PROJECT NUMBER: SOS-3100(2)
DATE OF CONTRACT: October 11, 1978	DATE WORK STARTED: October 19, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 66
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 37
PROJECT AUTHORIZATION: $ 206,747.06	ENGINEERING AUTHORIZATION $ 16,394.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 190,353.02	ENGINEERING COST TO DATE $ 4,370.37	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 190,353.02	This Week $553.11	DATE PROJECT WAS COMPLETED: April 20, 1979
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 27 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10816A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22				Completion date 4-20-79
MONDAY 23				
TUESDAY 24				
WEDNESDAY 25				
THURSDAY 26				
FRIDAY 27				
SATURDAY 21				

RECEIVED
APR 30 1979
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No activity
23 MONDAY	No activity
24 TUESDAY	No activity
25 WEDNESDAY	No activity
26 THURSDAY	No activity
27 FRIDAY	No activity
21 SATURDAY	No activity

REMARKS

STATUS: Structure completed

Next Week: Plan to submit final records to Region

RECEIVED

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8822 Report # 26

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Peach Lane Bridge		WEEK ENDING: April 20, 1979
		SECTION PREFIX: 231-1001
HIGHWAY: County Road No. 28		COUNTY: Union
NAME OF JOB: Grande Ronde R. (Peach Lane) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hamilton Construction C o.	CONTRACT NUMBER: 8822	FEDERAL AID PROJECT NUMBER: SOS-3100(2)
DATE OF CONTRACT: October 11, 1978	DATE WORK STARTED: October 19, 1978	ESTIMATED COMPLETION DATE: 5-79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 66
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 37
PROJECT AUTHORIZATION: $ 206,747.06	ENGINEERING AUTHORIZATION $ 16,394.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
EXCLUSIVE OF ENGINEERING: $ 190,353.02	ENGINEERING COST TO DATE $ 3,817.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 190,353.02	This week $329.28	DATE PROJECT WAS COMPLETED: 4-20-79
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 23 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Hand tools, mixer, etc.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10816A							
PERCENT	99							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Cldy, shwrs	1		
MONDAY 16	Cldy, shwrs	1		
TUESDAY 17	Cldy, shwrs	1		
WEDNESDAY 18	Ptly cldy, shwrs	1		
THURSDAY 19	Ptly cldy, cool	1		
FRIDAY 20	Cldy, cool	1		Completion Day.
SATURDAY 14	Cldy, shwrs	1		

Keasey K
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
APR 23 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity
16 MONDAY	Completed removal of old grout in Keyways Started regrouting of keyways
17 TUESDAY	Completed grouting keyways Adjusting bridge rail
18 WEDNESDAY	Adjusting bridge rail Started grouting bridge rail post.
19 THURSDAY	Completed grouting bridge rail post.
20 FRIDAY	Finishing concrete surfaces General clean-up
SATURDAY 14	No activity

REMARKS

STATUS: Structure complete except for minor clean-up

Next Week: Prepare final records

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8822

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-78	CC 1903		231-1937 231-1001

BILL TO: Code:

Union County Court

Courthouse

LaGrande, Oregon 97850

Attn: Hon. Earle C. Misener, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the Grande Ronde River (Peach Lane) Bridge Section SOS-3100(2)			

Advance Deposit Amount	$ 29,000.00
Advance Deposit Previously Transferred to Highway Fund	$ -
Balance	$ 29,000.00
Transfer to Highway Fund	$ 22,000.00
Refund Due	$

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-734

8822

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-174		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Union
MODIFICATION NUMBER 1	10-26-78	Project Number SOS-3100(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,500	$ 215,020
Federal funds	$ 7,290	$ 184,487
Other revisions		

This modification is made for the following reasons:

Addition of construction phase

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

~~By~~ for: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal-Aid Project
No. SOS-3100(2)

GRANDE RONDE R. (PEACH LANE) BRIDGE SECTION
COUNTY ROAD, UNION COUNTY

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 8,500.00
Type Code X080			
Structure, Bridge #10816A (Sta. 19+96 to Sta. 21+26)			
Mobilization	All Required		$ 9,500.00
Bridge Removal and Salvage Work	All Required		4,000.00
General Excavation	1,430 cu.yd.	3.00	4,290.00
Toe Trench Excavation	52 cu.yd.	8.00	416.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	100 cu.yd.	20.00	2,000.00
Furnish HP 12x53 Steel Piling	686 lin.ft.	12.50	8,575.00
Drive Steel Piles	14 each	300.00	4,200.00
Splice Steel Piles	3 each	100.00	300.00
Structural Concrete, Class 3300 (64 cu.yd.)	All Required		12,000.00
130'/135' Deck Bulb Tee Prestressed Beams	6 each	17,000.00	102,000.00
Reinforcement (9,300 lb.)	All Required		3,300.00
Diaphragm Beams	All Required		4,500.00
Metal Rail with Tubing	263 lin.ft.	40.00	10,520.00
Guard Rail in Stockpile	All Required		2,000.00
Loose Riprap, Class 50	385 cu.yd.	23.00	8,855.00
			$181,456.00
Anticipated Items			
Temporary Erosion Control	All Required		500.00
	Subtotal		$181,956.00
	Engineering		24,564.00
	Total		$206,520.00

Length of Structure - - - 0.025 Mile

Work Retained in Program Status
(Not included in amounts below.)

Seeding and Mulching Permit Area	All Required	$ 500.00

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal-Aid Project
No. SOS-3100(2)

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 8,500	$ 7,293	$ 1,207
Structure	206,520	177,194	29,326
Total	$215,020	$184,487	$30,533

Group 1 - 100%
Contract No. 8822
Prefix: 231-1937
Prefix: 231-1001

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 6-86	FEDERAL-AID PROJECT AGREEMENT	County: Union
	6-7-78	Project No.: SOS-3100(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 8.3 mi. N.W. of Cove

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-9-78	0.05
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS 85.8% FEDERAL FUNDS
$ 8,500.00	$ 7,290.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By D. J. Hunter
Technical Service Engineer
(Title)

By A. J. Johnson
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V. C. Crook
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 7 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, June 1, 1978

Federal Aid Project
No. SOS-3100(2)

Grand Ronde River (Peach Lane) Bridge Section
County Road in Union County

Project Agreement Estimate

Type Code P.E.
Prelimnary Engineering

Preliminary Engineering	All Required	$ 8,500.00
	Total	$ 8,500.00

Length of Project 0.05 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 8,500.00	$ 7,290.00	$ 1,210.00
Retain in PS & E (Structure)	190,000.00	163,020.00	26,980.00
Total	$198,500.00	$170,310.00	$28,190.00

Prefix No. 231-1937
Group 1 100%

8822

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 19, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8822 for the Grande Ronde River (Peach Lane) Bridge on County Road No. 28 in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Hansen & Rowland, Inc., of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimms
Wendell Schwerts
Joseph Schlieski

TELEX 32-7413

Hansen & Rowland Inc. / WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / 627-1161

"Since 1890"

October 16, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Re: Hamilton Construction Co.
Contract No. 8822 - Peach Lane Bridge

Dear Sirs:

Enclosed please find in duplicate duly signed and executed contracts and bonds for the above captioned contractor.

Please let us know if you have any questions.

Sincerely,

Karen Smith

Karen Smith
Bond Dept.

cc: Mr. J. R. Axtell
Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477

RECEIVED
OCT 17 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8822

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Joseph Schlieski
Don Trout
SAIF
Fran

October 11, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on September 28 accepted your proposal for the Grande Ronde River (Peach Lane) Bridge on County Road No. 28 in Union County for the sum of $181,456 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Union County and when the sum of $29,200 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8822.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 23, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

September 25, 1978

Union County Court
Courthouse
LaGrande, OR 97850

Attn: Hon. Earle C. Misener
County Judge

Gentlemen:

On September 21, 1978, a satisfactory bid was received from Hamilton Construction Co., P.O. Box 659, Springfield, Oregon, 97477 for Grande Ronde River (Peach Lane) Bridge Section.

This is an Off-System project, and based upon the contractor's bid, the County's advance deposit is as follows:

Bid Items	$181,456.00
Temporary Erosion Control	500.00
Straw Blades for Sediment Dam	200.00
Contingencies 4%	8,197.02
Engineering 9%	16,394.04
EST. TOTAL CONSTRUCTION COST	$206,747.06

Then 14% of $206,747.62 = $28,944.58 and by rounding, the advance deposit will be $29,000.00.

Please make your check in the amount of $29,000.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon, 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 13, 1978.

Very truly yours,

D. N. Hamilton

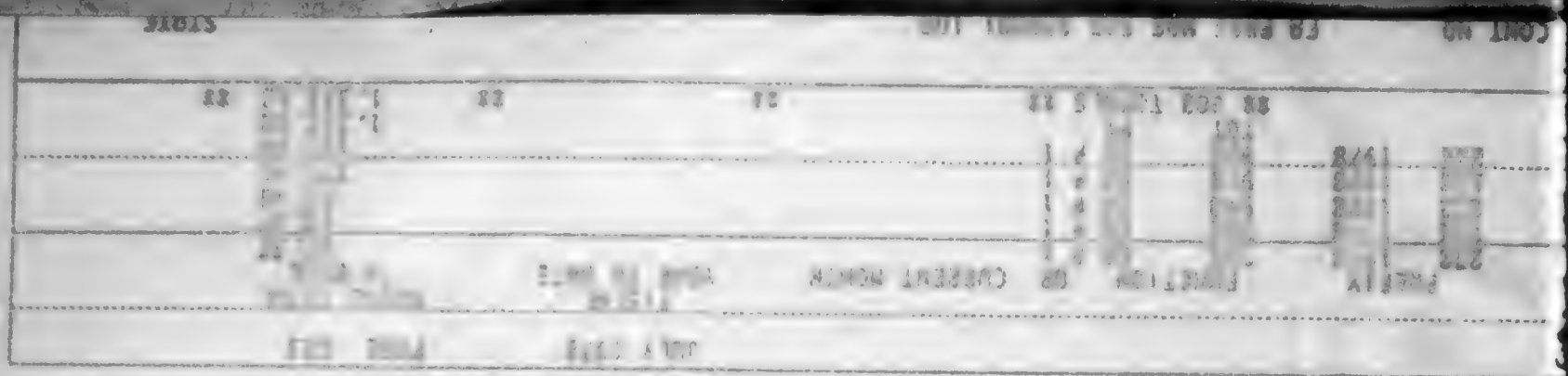
Gerald W. Wimer
for Local Government Manager

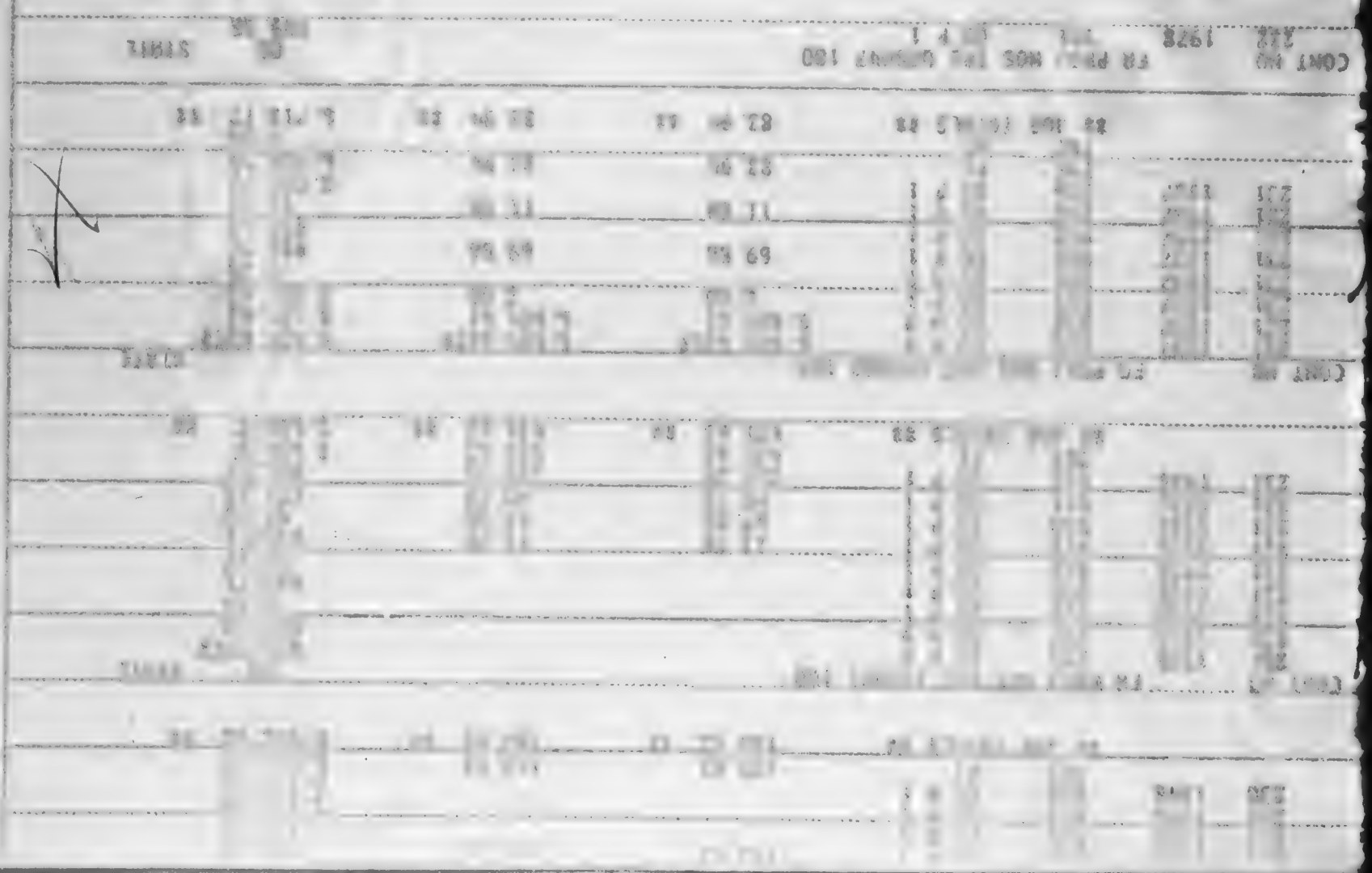
HR:lml

bc w/AD #506: Vern Skoog - Please return completed AD #506 when check is received.

Region 5 Federal Aid Engineer Roger Lang

| | | |





U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8-22 LETTER OF APPROVAL AND/OR AUTHORIZATION

8-30-78

FEDERAL AID PROJECT NO.: OS-3100(2)

STATE PROJECT NO.: See below

COUNTY NAME: Union

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80153

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-9-78	8-30-78	Non-Federal-aid	County Road

GENERAL LOCATION:
Grande Ronde River (Peach Lane) Bridge Section

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRILIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 8-22-78, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Swan 9-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Hunter	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8822

Union

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/78
Donald L Rout

All Clear Deadline 9-21-78 Bid Letting _____

SECTION GRANDE RONDE RIVER (PEACH LANE) BRIDGE
Highway County Road
County Union Region 5
Type of Work Structure Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands		X	X	X	X
D.O.G.M.I.	X				
Corps of Engineers		X			X
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

Restructure Dates

8822

STATE OF OREGO

INTEROFFICE MEMO

Roger

W. E. Schwartz
Regional Engineer

DATE: August 4, 1978
SUBJECT:
Grande Ronde River (Peach Lane)
Grande Ronde River Section
Peach Lane County Road
Union County
Bridge 10816A

T. G. Thompson
Supervising Design Engineer

Enclosed are two reduced prints of drawings 33807 through 33811 and 33787, which are the advance detail drawings for the subject structure. Also enclosed are plans for the existing structure. The estimated cost, including an allowance for engineering and contingencies, is $215,000.

It is planned to call for bids on this section on September 21, 1978.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by August 14, 1978.

GDA:sb

Enclosures

cc Alvin Campbell /w/ 2 encls.
H. A. Schell /w/ 2 encls.
Specs Unit /w/ 1 encl. plus estimate sheet (unchecked) and designers' notes.
Construction /w/ 1 encl.
Utility Unit /w/ 1 encl.
County-City Unit
Road Design /w/ 1 encl.
J. A. Schlieski /w/ 1 encl.

☐ RE ☐ RCE ☐ RME ☐ RSE
cy ☐ RFA AUG 8 1978 ☐
w/ blueplans

RECEIVED
REGION 5 OFFICE

8/14/76
Advised by Union County the plans are O.K. as presented
RCL

cy Legion
Ted Thompson
Gerald Weiner

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 15 1978
File: PM FA
TAA ____ LG OP

8822

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177
July 7, 1978

Alvin Campbell
Union County Roadmaster
Rt. 1, Box 1676
La Grande, Oregon

Dear Alvin:

RE: Preliminary Plans, Grande Ronde River (Peach Lane) Bridge, County Road No. 28
30S-R Project

Enclosed are two copies of drawing 33491 and 33388 which are the preliminary plan/elevation and vicinity map for the Peach Lane Bridge over the Grande Ronde River.

The estimated cost of the structure has been revised upwards to $214,000 which includes allowances for contingencies and engineering. This is an increase of about 18% over the amount estimated in January 1977, which may be attributable to the increased cost of the deck girder members.

Please examine the plans carefully, show any comments or corrections in red, and present them to the Court for approval. After the plans have been signed, return one copy to me.

Our present schedule calls for bids to be opened on September 21, 1978. Your early action will allow ample time for final plans to be developed.

Sincerely,

R. C. Lang
Region 5 Federal Aid Specialist

RCL:ch
Enclosures

cc Earle Missner
W. J. Hart
Gerald Winer
D. O. Christensen
J. A. Schlieski

Form 81-734 3123

8822

STATE OF OREGON

INTER[illegible]ICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: June 29, 1978

ATTENTION: Mr. Glen Greene
Regional Federal Engineer

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT:
Grande Ronde River (Peach Lane)
Grande Ronde River Section
Union County Road No. 28
Union County
Bridge No. 10816A

Enclosed are four reduced prints of Drawings 33491 and 33388, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $214,000.

These are being sent to you to obtain Union County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon as soon as possible.

It is planned to call for bids on this section on September 21, 1978.

GDA:sb

cc H. A. Schell /w/ 1 encl. & 1 copy of Foundation report
Road Design /w/ 1 encl.
County-City Unit
Environmental Unit /w/ 1 encl.

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 29 1978
File: PM FA
TAA _____ LG OP

81-125.1367

8822

5-3-78

Roger C. Lang

P. O. Box 850

La Grande, Oregon 97850

RE: Grande Ronde Riv. (Peach Ln.) Br. Sec.
Project No. BS-3100(2)
Union County

Concerning the matter of a public hearing for the subject project, Union County stipulates the following:

1. The project assessment has been reviewed by the County.

2. The County agrees with the Class III, Non-Major classification.

3. Since the project assessment adequately describes theproject and its impact on the area there is no need for a study report.

4. The County has explained the project to the affected property owners; no one has objected to the project or the required right of way; and no one has requested a public hearing.

5. The County has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

County Judge

5/3/78

cy Gerald Wimer
F.E. Terpin
J.A. Schliegki
Harold Brainerd
Lange

8822

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Grande Ronde River (Peach Lane) Bridge 505 Date May 2, 1978, 19

Highway County Road 28 Authorization No. 1

County Union Survey Prefix 231-1438 (Assigned by Salem office)

Description of termini, route, length, etc.: MP. 8.0

Purpose of survey: Design Structure

Estimate of cost:	Structural Design	906	3,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 3,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Purpin — Location Engineer

Approved:

E J Wurtz
Tech. Serv. Mgr. — Assistant State Highway Engineer

HR H N FB

SP*23804-734

LOCATION COST ESTIMATE AND QUANTITY SUMMA

SECTION Grande Ronde River Br. UNIT OR PART Peach Lane Shee
HIGHWAY County Road No. 28 PREFIX 231-1937 COUNTY Uni

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	U P
1		Mobilization	Lump Sum	All	
2		Temporary Prot. & Direct. of Traffic	Lump Sum	All	
3		Structure Excavation	Cu. Yd.	120	
4		General Excavation	Cu. Yd.	2000	
5		Class 700 Riprap	Cu. Yd.	950	
6		Salvage Existing Structure	Lump Sum	All	
7		Furdish 16" x 30' prestress. pile	Lin. Ft.	420	
8		Drive prestress pile	Each	14	
9		Pre bore piling	Lin. Ft.	280	
10		Structural Concrete Class 3300	Cu. Yd.	60	
11		125'/130' Prestressed Bulb T Integral Deck Beams	Each	6	
			Lump Sum	All	
12		Reinforcement	Lin. Ft.	250	
13		Metal Rail	Lin. Ft.	100	
14		Type 3 Guard Rail in Stockpile	Each	4	
15		Type "C" End Piece in Stockpile			
		Engineering @ 10 %			
		Contingencies @ 4 1/2 %			

4-17-78

8228

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Grande Ronde River Br. — UNIT OR PART Peach Lane — Sheet 1 of 1

County Road No. 28 — PREFIX 231-1937 — COUNTY Union

SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
	Mobilization	Lump Sum	All	Lump Sum	$14,580.00
	Temporary Prot. & Direct. of Traffic	Lump Sum	All	Lump Sum	500.00
	Structure Excavation	Cu. Yd.	120	$11.00	1,320.00
	General Excavation	Cu. Yd.	2000	8.00	16,000.00
	Class 700 Riprap	Cu. Yd.	950	15.00	14,250.00
	Salvage Existing Structure	Lump Sum	All	Lump Sum	5,000.00
	Furnish 16" x 30' prestress. pile	Lin. Ft.	420	12.00	5,040.00
	Drive prestress pile	Each	14	400.00	5,600.00
	Pre bore piling	Lin. Ft.	280	10.00	2,800.00
	Structural Concrete Class 3300	Cu. Yd.	60	175.00	10,500.00
	125'/130' Prestressed Bulb T				
	Integral Deck B eams	Each	6	15,000.00	90,000.00
	Reinforcement	Lump Sum	All	Lump Sum	3,150.00
	Metal Rail	Lin. Ft.	250	25.00	6,250.00
	Type 3 Guard Rail in Stockpile	Lin. Ft.	100	12.00	1,200.00
	Type "C" End Piece in Stockpile	Each	4	100.00	400.00
					176,590.00
	Engineering @ 10 %				17,659.00
	Contingencies @ 4 1/2 %				7,946.00
					$202,196.00

Grande Ronde River (Peach Lane) Bridge

Cost estimate is based on Region 5 Construction Summary & recent Contracts in the vicinity.

1. Mobilization: 9 % of the total of all items.
2. Temporary Prot. & Direct. Of Traffic: County to close road, estimate on Barricades & Road Closed signs.
3. General Excavation: 130' structure, 2:1 side slopes on river excavation. Included in this estimate is Toe Trench Excavation.
4. Structure Excavation: Estimated 120 Cu. Yds.
5. Class 700 Riprap: 3' depth on 2:1 slopes, 50' upstream, 25' downstream.
6. Salvage existing structure: Estimate on salvage of structure for county in usable condition.
7. Furnish 16" x 30' prestressed concrete pile: Price from Cost Analysis from Salem. Length estimated from drill log, 7 pile per Bent.
8. Drive prestressed pile: Region 5 Cost Summary.
9. Pre-boring pile: Structural Design estimated cost.
10. Structural Concrete, Class 3300: Pile cap, 1' x 12' x33' End walls, 10' long wingwalls.
11. 125'/130' Integral deck prestressed Bulb T Beams: Estimated 6 beams required for 28' wide roadway, from Bridge Design.
12. Reinforcement: Assumed same percentage of reinforcement as in Lookingglass Creek structure, at Palmer Junction.
13. Metal Rail: Assumed 130' structure, cost from Region 5 cost summary.
14. Type 3 Guard Rail in Stockpile: Estimated 25' on each corner of structure, cost from Region 5 cost summary.
15. Type "C" End pieces in stockpile: End piece on each rail run, cost from Region 5 cost summary.

8822

4-14-78

**** LOCATION NARRATIVE REPORT ****

Subject: Grande Ronde River (Peach Lane) Bridge
County Road # 28
Union County

Work to be done: Bridge Reconstruction
Minor alignment change

The propsed project is the reconstruction of an existing bridge approximately 4 miles east of Island City along the Grande Ronde River at Peach Lane. This county road is a much needed link between the Cove Highway and The Wallowa Lake Highway through an agricultural area.

Existing Structure: 80' steel pony truss supported on concrete filled steel columns, with 16' timber approach spans, timber end abutments and deck.

Discussions with Alvin Campbell, Union County Roadmaster, revealed the following. There has been a problem during flooding with the south approach washing out. They have placed a class 2000 riprap on the end fills to relieve this problem. The county has requested that the structure be lengthened to 130', with a clear span, to relieve the channel restriction.

In the 1964 flood Peach Lane was under water - estimated highwater elevation is 2701.

Proposed Structure: The County's request is for a 28' roadway, 130' clear span. This structure should be quite similar to that design for Pierce Lane recently. We want to maintain the same vertical clearance and propose a bottom of beam elevation of 2702. For estimating costs we've used 125'/130' integral deck bulb tee prestressed beams, supported on prestressed concrete piling. The structure finish grade will be flat and approximately 3 - 4' above the existing roadway. The county will construct approach fills. This structure has the advantages of a clear span and an improved opening. The only disadvantage is the raising of the finish road grade.

Channel Work: The channel work will consist of removing the existing end fills and riprap and excavating for the required toe trench.

Structure Skew: The structure skew on the proposed structure is 25 degrees as measured from a line normal to the structure centerline - to the channel alignment.

Horizontal Alignment: We have shifted the proposed structure approximately 10' downstream. This will match the existing roadway and eliminate a slight dogleg at the present structure.

Vertical Alignment: To maintain a bottom of beam elevation of 2702 it will be necessary to raise the finish grade of the structure approximately 3'.

Structure Waterway: The existing waterway is inadequate due to the south end fill extending into the main channel. The additional length on the proposed structure will provide an adequate waterway. There have been hydraulic studies on several bridges over the Grande Ronde, upstream and downstream from this structure. A review of the following hydraulic studies should be beneficial on this structure. Upstream - both the Island City Bridge #4821A, and the Pierce Lane Bridge 16317 relate well to this structure. Downstream a study for the State Ditch Bridge # 10794A should be available.

There is an old water gage on the Peach Lane and Pierce Lane Bridges. However the Corps of Engineers does not presently maintain these gages. Apparently the nearest gaging station is at Ordel - Grande Ronde River @ La Grande #1331.90 - maintained by the Geological Survey Water Branch. In reviewing the waterway opening on the next structure down stream - the State Ditch Bridge - we find no problems other than the pile bents holding debri.

Foundation: The existing structure is the type usually founded on wood pile with the concrete filled steel columns poured around the top of a pile cluster. Test holes have been drilled with only silt, sand & gravels up to 2" found. Based on this information and previous structures built in the area - we have assumed the use of 16" prestressed concrete piling. Also based on previous experience in the area we have provided for some predrilling for the prestressed piling inorder to attain adequate penetration. If the foundation design is such that the predrilling can be eliminated it can be in the interest of overall project cost.

Scour: No indication that scour is a real problem.

Erosion: As can be seen in the project photos there is an erosion problem along the river. I would attribute the exposing of the south abutment to erosion of the river channel and the partial placement of riprap protection. Supporting a longer span on pile bents with good riprap protection should relieve the erosion problem at this structure.

Drift: In reviewing the site and drainage area, drift does not appear to be a problem. With the County's request for a clear span and maintaining the suggested vertical clearance there should be no problem with this structure.

Icefloes: This river has icefloes every year. The only possible problem attributed to the existing structure is the channel restriction due to the south approach embankment, etc.

Riprap: There is some existing riprap that could be salvaged by the contractor and reused. We anticipate class 700 riprap will be required particularly on the south approach where the channel is disturbed. The county has two riprap sources available which the contractor can use. See material sources. We propose a 3' blanket of riprap tapering upstream and downstream from the structure. Construction easements are being obtained.

Right-of-way: No new right-of-way will be required. All road construction will be within the existing 60' R/W. There will be a construction or slope easement necessary to place portions of the riprap and remove the existing embankment restriction on the south end of the structure. We are negotiating for construction easements.

Irrigation Facilities: There are three irrigation pumping stations in this area, only the one on the northwest corner of the structure is being used. The one on the south east corner remains intact but has not been used for about three years. Only a 12" steel pipe remains on the southwest corner. All of these irrigation facilities are clear of the construction and are of a portable nature if it should become necessary to move one. There is an existing irrigation ditch along the southeast side of the road. This ditch has not been used for several years and is on the County R/W. Should it become necessary inorder to retain the embankment slopes within the R/W, this irrigation ditch could be filled in and reconstructed by the land owner on his own property.

Detour: There will be no detour provided for the public. The county will close the road and provide necessary detour signing, etc.

Utilities: California-Pacific Utilities Company maintains a power line along the east side of the roadway approximately 2' inside the R/W line. There is no conflict with the main power lines. We may have to have some service drops revised at the pumps to provide working room while excavating the channel slope, driving the piling and placing the prestressed beams. We don't anticipate any problems here. Cal-Pac has been contacted locally.

Structure Utility Holes: No utility provisions are required on this structure.

Drainage Area: Refer to the following quadrangle sheets - Hilgard, Oregon; La Grande SE, Oregon; and Conley, Oregon.

Minorities: No minorities have been identified within this location survey. There is no feasible alternate to this route - only closing the road.

Material Source: The county will furnish the source for the riprap. They have quarries in two locations that could be used. One is north of Island City on Hunter Lane at MP 6.0. The haul to the jobsite would be 9.6 miles. The other quarry is located on the Cove Highway at MP 17.6. This haul would be 9.4 miles. All embankment and surfacing will be completed by the county. Ready Mix concrete is available at Island City.

Game Commission: The Oregon Department of Fish and Wildlife (Duane West Fish Biologist), recommends that construction be restricted to the period between July ~~1 and November 15~~. They also ask that the excavation of the existing slope be performed in such a manner as not to allow the material to enter the main stream. The only feasible method of excavation appears to be with a dragline.

General Excavation: It is proposed that the excavated material be stockpiled along the existing roadway for use by the county to place in the roadway embankment. It may be a cleaner method to have the contractor place the embankment as he excavates the channel slope. Which ever method is more economical for the county contract wise.

Guardrail: Guardrail will be required on all four corners of the new structure. There currently are some farm accesses on the north end of the structure. These points of access can be moved by the county when the approach embankments are completed. We'd recommend approximately 25' of rail on each corner. The rail is to be furnished by the contractor and stockpiled at the Union County shops near Island City. The guardrail will be installed by the county.

Salvage Existing Structure: The County has indicated they would like to have the existing structure salvaged. The timbers stockpiled on the jobsite and the steel truss placed as a unit on the south side of the river for the county to move it off the project.

Structure Upstream: The first highway structure upstream is the Pierce Lane Bridge, which will be reconstructed this spring. We have not included a stream profile and x-sections this data was submitted in February of last year. A complete hydrologic study has been made by Salem.

Structure Downstream: The next structure downstream is the State Ditch Bridge on Booth Lane. A complete hydrologic study has been made on this structure also - a new structure was constructed in the spring of 1971. No stream profile or x-sections have been included for this structure.

Work To Be Done By The County:

1.) County will complete all roadwork including embankment, aggregate base and leveling course.

2.) County will install guardrail on bridge ends.

3.) County will provide riprap material source.

Special Provisions: No special provisions have been prepared. Pertinent comments are contained in location narrative.

Cost Estimate: We have included Location Cost Estimate and Quantity Summary based on the Region 5 cost analysis summary, discussions with George Sanford and John Day of structural section in Salem.

Proposed Letting Date:	To be consistent with the Game Commission's recommendation the project should be awarded approximately the middle of June 1979. The duration of the project should be approximately 90 days. This would provide the county some time in the fall to complete the general embankment and surfacing.
De-icing compounds:	A letter from Union County is on file stating that they have not used salt in the past and don't plan to begin now. No salt will be used on Peach Lane.
Permits:	Permits will be required due to the removal of material from the channel. We should pursue these permits as soon as possible in-order to not delay the project.

POSSIBLE SOURCES OF ADDITIONAL INFORMATION

Alvin Campbell	Union County Roadmaster Rte. 1 Box 1676 La Grande, Oregon 97850	Phone: 963-4196
Duane West	Ore. State Game Commission Fish Biologist La Grande	Phone: 963-2138
Ron Barrett	Corp of Engineers Walla Walla, Wash.	Phone: 509-525-5500
Wilmer Eicher	Geological Survey Surface Water Branch La Grande	Phone: 963-3560
Wilfred A. Hamann	Property Owner S.E. corner Rt. 2 Box 2684 La Grande	Phone: 963-3543
Larry Courtright	Property Owner N.W. & S.W. corner Rte. 2 Box 2719 La Grande	Phone: 963-5748

Joseph A. Schlieski

Joseph A. Schlieski
Resident Engineer
4-14-78

8822

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

4-7-78 2031

Attention: County-City Unit

Subject: Federal Aid Project No. SOS-3100(2)
Project Name Grande Ronde River (Peach Lane) Bridge
County Road # 28

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at LA GRANDE, Oregon, this 7th day of APRIL, 19 78

Certified By: [signature]
Regional Right of Way Supervisor

Date: 4-13-78

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 17 1978
M
File: PM FA
TAA Reynoldson LG OP

County of Union

[signature]
County Judge/Chairman

Harold Schweiker
Commissioner

Ralph Robertson
Commissioner

Instructions: Complete A or B and C.

1722

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-9-78

FEDERAL AID PROJECT NO.: OS-3100(2)

STATE PROJECT NO.: See Below

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80153

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
3-9-78	3-9-78	Non Federal aid / County Road

GENERAL LOCATION:

"Grande Ronde River (Peach Lane) Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION : Including Archeology Salvage and Utility Preparatory Work TEC NTE $8,500 - F.F. $7,290
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

As requested in Mr. Swan's 2-16-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $190,000, Federal funds $163,020 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

Swan 3-13

The manpower reporting requirement required by the Economic Stimulus Appropriation Act of 1977 apply to the construction phase of this project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-9-78	D. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8822

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 1, 1978

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

The Honorable Earle C. Misener
Union County Judge
County Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

Under the terms of the Construction Finance Agreement approved by the Department of Transportation on February 13, 1978 for the Grande Ronde River (Peach Lane) Bridge project, the County is to deposit a sum of money equal to 14 percent of the estimated preliminary engineering. The advance deposit has been computed at $1,210.

Please make your check payable to the Highway Division and return to me for further processing. We anticipate beginning work very soon upon receiving your check.

Also enclosed is a copy of the final approved project assessment which has been identified as Category 3 - Non-Major Action. Compliance with the Oregon Action Plan requires only minimal action on the County's part concerning citizen involvement.

Please place the assessment in your project files for future reference.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 3 1978

File: PM FA
TAA _____ LG OP

RCL/dlm
Enclosures

cc: Gerald Wimer
J. A. Schlieski

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

Form 81-734-5123

8822

ROBERT W. STRAUB
GOVERNOR

F. B. KLASOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 21, 1978

The Honorable Earle C. Misener
Union County Judge
County Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

RE: Final Project Assessment
Grande Ronde River (Peach Lane) Bridge SOS

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dlm
Enclosure

cc: Gerald Wimer
J. A. Schlieski

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☑ OPE ☐
FEB 22 1978
File: PM FA
TAA LG OP

Form 81-734-2133

8822

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan, Manager
Federal Aid Section

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80153
Project No. SOS-3100(2)
Grande Ronde River (Peach Lane) Bridge Section
Union County

Attached data consists of PR-1 form with project maps.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparation and archeological salvage at an estimated total cost of $8,500 with an obligation of $7,290 in federal funds.

(2) Authorization for construction at an estimated total cost of $190,000 with obligation of $163,020 in federal funds.

DRH:dpy

Attachment

cc: W. E. Schwartz, Region 5
Harold Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-

2/16/78

	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)
CARD 2		Co. Rd., 8.3 Mi. N.W. of Cove	ADT	70	110

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)
CARD 3	PE, One Bridge						

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD	Safer Off System	
	NAME OF URBAN AREA 17-31 --	ROUTE NO. / FED NO.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PR TOTAL ESTIMATED COST (59) (66)	ESTIMATED PR FEDERAL P (67)
1	(14-15)	(16	.41	42	43 46	53				
5					PE			0.05	8,500	7,290
5					ROW					
5					CONST (CODE) X080		"Grande Ronde River (Peach Lane) Bridge Section"	0.05	190,000	163,020
								0.05	198,500	170,310

(16) (23) (24)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
		DRH	
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	70	110 (66)	98 (70)(71)(72)	10	Oregon	41 (2)(3)	680 (4)(9)	80153 (14)(18)

DV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (23)	SEQ. NO. (7)(13)	T. Projects Only POST MI. (24)(26)	DESIG. (27)
					SOS-	3100	(2)		

COUNTY NAME: Union — CODE: 061 (14)(16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO.: Non (32) — FEDERAL-AID: — STATE: Co. Rd. (36)(37) — U.S.: -- (41)

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.05	8,500	7,290		1,210 (Co.)	Utility Adj. Incl. prep. work and archeological salvage
0.05	190,000	163,020		26,980 (Co.)	ROW-60'; Access Control-none; Parking Restrictions None.
0.05	198,500	170,310		28,190 (Co.)	

(16) (23)(24) (38) REMARKS

USCOMM DUSCOMM-DC 48908-P61

GRANDE RONDE RIVER (PEACH LANE) BRIDGE SECTION
PROJECT NO. SOS-3100(2)

Existing Facilities:

Roadway (Peach Lane) -- Bituminous surfaced 2-10 ft. lanes with 4-ft. shoulders.

Structure (Grande Ronde River) -- Steel truss, HC 16ft. Bridge No. 10816.

Adjacent Facilities: Same as roadway above.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including utility preparation work and archeological salvage.

(2) Remove existing structure and construct 130' reinforced concrete bridge with a 28' roadway, utility adjustments as required and incidental work common to this type of project. Furnish and stockpile guardrail. County forces will construct roadway approaches and install guardrail.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHWA 4-1-4 Requirements

State Clearinghouse - Exempt from A-95 review under working agreement.

District 13 Clearinghouse -- It is our contention that this is a quasi-clearinghouse, for if it were fully operational or representative of its respective district, or both, that it would have a signed working agreement in effect.

FHWA 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 2, 1978.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, federal statutes and regulations.

Note: This project is in Congressional District No. 2.

8822

February 15, 1978

Union County Court
Courthouse
La Grande, OR 97850

Attention: Shirley L. Bolin
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6428.

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Grande Ronde River Bridge Section of Peach Lane in Union County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

8822

STATE OF OREGON

INTEROFFICE MEMO

February 10, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 5 : Pat Schwartz
District 13 : C. K. Ansell
Region 5 Geologist: Vernal Moore
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Grande Ronde R. (Peach Lane) Br.
Peach Lane
Union County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG:dpy

Attachment

cc: E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 27 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

.128-1367

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 2, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-3100(-)
Grande Ronde R. (Peach Lane) Br
Peach Lane Highway
Union County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's letter received January 6, 1978 has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer
G. L. Green

cc:
J. Kennedy (Reg 5 Env)
E. S. Hunter (Mgr, Tech Svcs Br, ODOT)
D. H. Moehring (Mgr, Proj Mgmt, ODOT)

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
FEB 7 1978
File: PM FA
TAA _____ LG OP

CATEGORY 3 PROJECT

NON-MOTOR

505-8100(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 5, 1977

Section Grande Ronde R. (Peach Lane) Br. Unit (if appl) _____

County Union City LaGrande

Highway Peach Lane State Hwy. No. County Road #2

Termini: M.P.(if appl) 8.00 Length 130 feet

Region 5 Construction Estimate $190,000
Program Amount

B. Purpose of Project:

To replace obsolete steel bridge, will not carry tonnage for present day traffic. This bridge would be used more if it would carry heavier loads since it is in the center of a farming area.

C. Origin & History of Project:

Union County Court and Roadmaster have reviewed the project and determined the project is needed to adequately meet the needs of County transportation planning. County Court has had many requests for the bridge to be replaced.

D. General Description of Project:

To construct structure (prestressed conc. or in place) approaches and guard rail.

Alignment: New _____ Existing C Combined _____

Typical Section: Existing: No. Lanes 2; Med. _____; Shldrs. _____; Parking _____

Proposed: No. Lanes 2; Med. _____; Shldrs. _____; Parking _____

Traffic: Existing Facility: Existing ADT 70; Projected ADT 150; Yr. _____

Existing Level of Service Single lane - 8 ton limit

Proposed Facility: Projected ADT 150; Yr. 1978

Projected Level of Service 50 years

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials required will be obtained from existing sources, no waste problems anticipated.

Type of Structure(s):

Reinforced concrete.

Brief Description of River or Stream and Type of Involvement, if any:

Crossing Grande Rone River, has slight grade at this point, will be on a slight scew, have some ice flow. This section of the river is, by definition, navigable. A Section 404 permit must preceed construction activities.

Local City, County or COG priorities of project:

County priority.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No alternate location. Alternative design would be 2 or 3 span which would place piers in river possibly compounding ice problem.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project lies in the Grande Ronde Valley about 4 miles downstream from Island City, approximate elevation: 3200 feet. Wildlife inhabit the area, some anadromous fish may be taken from the stream.

The Oregon Department of Fish and Wildlife recommends that construction be restricted to the period between July 1 and November 15.

2. Cultural:

Project is located in an agricultural area. Farmland borders the river.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

NA

2. Estimated Impact on Traffic Patterns:

Increase in volume anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Increase in air and noise pollution will not exceed allowable limits. Safety will be improved as existing structure is narrow and will not carry modern day loads.

3. Estimated Impact on Land Use:

None. Existing zoning laws govern land use in this area.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

PROPOSED OS PROJECT
R 39 E
JANSON RD.
GREINER LN.
16-A
(MATCH TO SHEET 2)
ROAD
25
6
HWY.
26
RD.
26-A
35-A
IMBLER
131
SPECKHART
RD.
10
HAYES
26
Alicel
STANLEY
130
3016
Depot St
7th St
McDONALD LN.
16
LAKE
82
RIDGE
LOWA
R. R.
79
CASE
LN.
33
DITCH
HARRIS
RD.
INDIAN
CREEK
LN.
GRANDE
128
COVE
RUCKMAN
33
HAMILTON LN.
MILLER
BOOTH
126
28
LN.
STATE
33-A
31
GRANDE
RONDE
CARTER
HWY.
237
342
6
COVE
27-A
ANSON
116
33-B
RED PEPPER LN.
116-A
GEKELER
LN.
27
28
RONDE
124-A
T 3 S
BOND LN.
WRIGHT
PEACH

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Will not conflict.

b. Noise Standards
Replacement on present alignment will not change traffic noise parameters.
An FHPM 7-7-3 noise report is not required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

8822

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 2, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-3100(-)
Grande Ronde R. (Peach Lane) Br
Peach Lane Highway
Union County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Potter's letter received January 6, 1978 has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
J. Kennedy (Reg 5 Env)
E. S. Hunter (Mgr, Tech Svcs Br, ODOT) ✓
D. H. Moehring (Mgr, Proj Mgmt, ODOT)

RECEIVED
TECHNICAL SERVICES
FEB 7 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials required will be obtained from existing sources, no waste problems anticipated.

Type of Structure(s):

Reinforced concrete.

Brief Description of River or Stream and Type of Involvement, if any:

Crossing Grande Rone River, has slight grade at this point, will be on a slight scew, have some ice flow. This section of the river is, by definition, navigable. A Section 404 permit must preceed construction activities.

Local City, County or COG priorities of project:

County priority.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No alternate location. Alternative design would be 2 or 3 span which would place piers in river possibly compounding ice problem.

Other Descriptive Information or Comments:

(Attach project sketch map.)

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A. Brief Environmental Setting of Project Area:

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The Oregon Department of Fish and Wildlife recommends that construction be restricted to the period between July 1 and November 15.

2. Cultural:

Project is located in an agricultural area. Farmland borders the river.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

NA

2. Estimated Impact on Traffic Patterns:

Increase in volume anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Increase in air and noise pollution will not exceed allowable limits. Safety will be improved as existing structure is narrow and will not carry modern day loads.

3. Estimated Impact on Land Use:

None. Existing zoning laws govern land use in this area.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Will not conflict.

b. Noise Standards
Replacement on present alignment will not change traffic noise parameters.
An FHPM 7-7-3 noise report is not required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

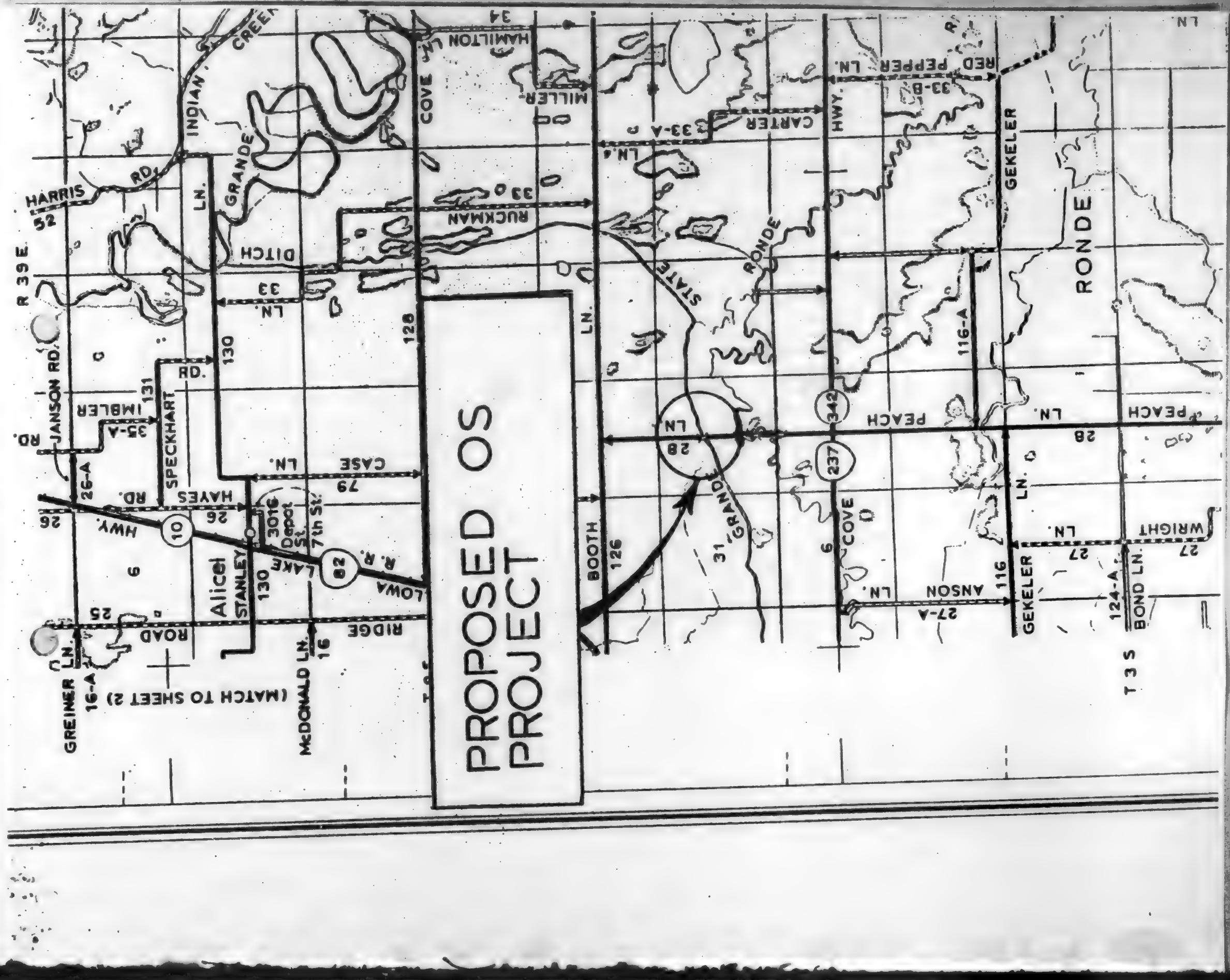
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


PROPOSED OIL
PROJECT
R 39 E.
T 3 S
HARRIS RD.
INDIAN CREEK
GRANDE
LN.
DITCH
33
LN.
128
130
RD.
JANSON RD.
IMBLER
131
35-A
26-A
SPECKHART
RD.
HAYES
26
HWY.
10
CASE
LN.
79
3016
Depot St.
7th St.
Alice
STANLEY
130
LAKE
82
R. R.
IOWA
9
25
ROAD
RIDGE
16
McDONALD LN.
GREINER LN.
16-A
(MATCH TO SHEET 2)
HAMILTON
34
COVE LN.
MILLER
33
RUCKMAN
33-A
CARTER
LN.
4
STATE
RONDE
HWY.
RED PEPPER LN.
33-B
GEKELER
RONDE
116-A
PEACH
LN.
28
LN
342
237
BOOTH
126
31
GRAND
6
COVE
LN.
ANSON
27-A
116
GEKELER
LN.
27
WRIGHT
124-A
BOND LN.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 5, 1977

Section Grande Ronde R. (Peach Lane) Br. Unit (if appl) _____

County Union City LaGrande

Highway Peach Lane State Hwy. No. County Road #2

Termini: M.P.(if appl) 8.00 Length 130 feet

Region 5 Construction Estimate $190,000
Program Amount

B. Purpose of Project:

To replace obsolete steel bridge, will not carry tonnage for present day traffic. This bridge would be used more if it would carry heavier loads since it is in the center of a farming area.

C. Origin & History of Project:

Union County Court and Roadmaster have reviewed the project and determined the project is needed to adequately meet the needs of County transportation planning. County Court has had many requests for the bridge to be replaced.

D. General Description of Project:

To construct structure (prestressed conc. or in place) approaches and guard rail.

Alignment: New _____ Existing C Combined _____

Typical Section: Existing: No. Lanes 2; Med. _____; Shldrs. _____; Parking _____

Proposed: No. Lanes 2; Med. _____; Shldrs. _____; Parking _____

Traffic: Existing Facility: Existing ADT 70; Projected ADT 150; Yr. _____

Existing Level of Service Single lane - 8 ton limit

Proposed Facility: Projected ADT 150; Yr. 1978

Projected Level of Service 50 years

8822

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 27, 1977

The Honorable Earle C. Misener
Union County Judge
Union County Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

RE: Proposed SOS-R Project
Grande Ronde River (Peach Lane) Bridge

The Safer Off-System Roads (SOS-R) project which you applied for was approved by the Transportation Commission on December 15, 1977.

The next step in the project process is to obtain Federal Highway Administration approval of the project assessment and program monies required to accomplish preliminary engineering necessary to develop plans and specifications. Concurrent with this step, the project Construction/Finance Agreement will be developed.

I will be in touch with you as these steps are accomplished.

Sincerely,

R. C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/dlm

cc: Alvin Campbell, Roadmaster
Gerald Wimer
Harold Brainerd
Verne Allen
J. A. Schlieski
Verne Moore
Harlin Gerlach

Form 81-734-3122

8822

(Peach Ltr.)

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainer - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

FISCAL YEAR 1978 SOS-R ALLOCATION
DECEMBER 1977

Oregon's Fiscal Year 1978 SOS-R Apportionment	$3,652,374

Allocation to Urbanized Areas, Cities Under 50,000 Population, and Counties, Road Districts and Indian Reservations, is based on Percentage of Off-System Road Mileage.

GROUP I -- URBANIZED AREAS		
14% of Total Off-System Road Mileage		$ 511,332
SALEM	14%	71,587
EUGENE	19%	97,153
PORTLAND	67%	342,592
GROUP II -- CITIES UNDER 50,000 POPULATION		
14% of Total Off-System Road Mileage		$ 511,332
GROUP III -- COUNTIES, ROAD DISTRICTS & INDIAN RESERVATIONS		
72% of Total Off-System Road Mileage		$2,629,710

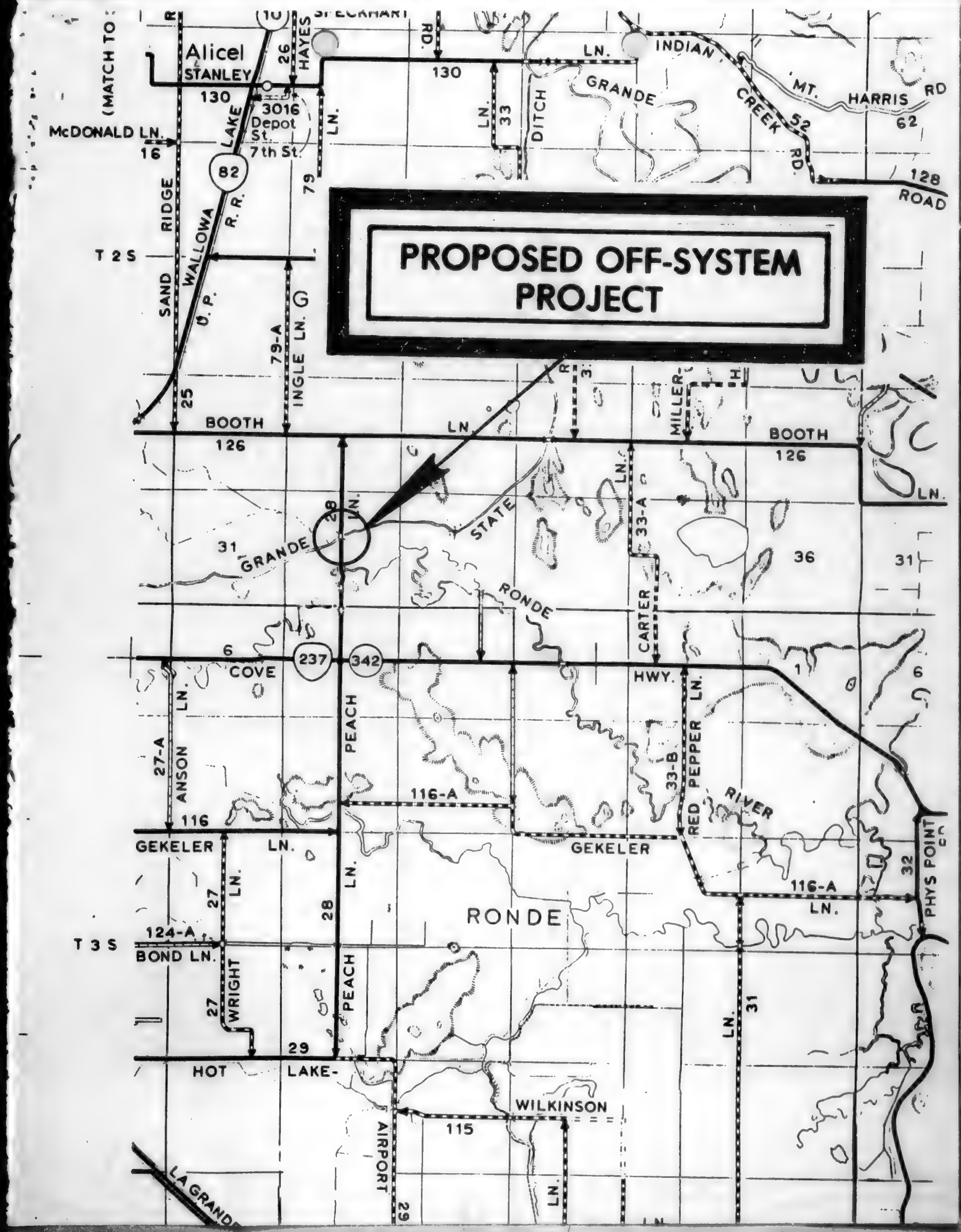
UNION COUNTY
Proposed SOS-R Project

Grande Ronde River (Peach Lane) Bridge
Structure
$190,000

This project will replace the existing narrow, structurally deficient (8 ton load limit) bridge across the Grande Ronde River on Peach Lane with a modern structure. County will install guard rail furnished by the contract and construct approaches.

State will provide bridge design at no cost to County as provided by ORS 369.210. State will supervise construction of the project.

77-b
12/1/77


PROPOSED OFF-SYSTEM PROJECT
(MATCH TO
Alicel
STANLEY
130
McDONALD LN.
16
LAKE
3016
Depot St.
7th St.
82
RIDGE
SAND
WALLOWA
R. R.
U. P.
T 2 S
25
79
79-A
INGLE LN.
HAYES
26
LN.
33
DITCH
GRANDE
CREEK
52
RD.
MT. HARRIS
62
128
ROAD
INDIAN
BOOTH
126
MILLER-
STATE
31
GRANDE
28
RONDE
33-A
CARTER
36
6
COVE
237
342
HWY.
1
27-A
ANSON
PEACH
116-A
116
GEKELER
33-B
RED PEPPER
RIVER
32
PHYS POINT
27
WRIGHT
124-A
BOND LN.
T 3 S
29
HOT
LAKE-
WILKINSON
115
AIRPORT
LA GRANDE

8822 SOS-0026 13

Form 81-754-3030

OREGON STATE HIGHWAY DIVISION

MAR 09 1978

ACCTG. CONTROL

AUTHORITY FOR SURVEY

Section Grande Ronde River (Peach Lane) Bridge

Highway County Road No. 28

County Union

Date January 19, 1977

Authorization No. 1

Survey Prefix 231-1937 (Assigned by Salem office)

Description of termini, route, length, etc.:

Peach Lane crossing of Grande Ronde River at M.P. 8.0.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

SOS-5107(2)

3-1-78

Field	901	4,500
Plans	905	500
Utility	914	500
Specifications	921	500
Foundation Expl.	926	2,500

Estimate of cost:

County is requesting bridge design at no cost under provisions of O.R.S. 369.210.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 8,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by: L C Lang
Regional Federal Aid Engineer

Recommended for Approval: Dale D Allen
Regional Engineer

Recommended for Approval: Frank E Turpin
Location Engineer

Approved: E J Schutte
Tech. Serv. Engr.

SP*19760-784

H N M B

8822

SOSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 19, 1977

FILE:

SOS 3100( )

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Programs Engineer

S A L E M

SUBJECT: Proposed Off-System
Grande Ronde River (Peach Lane)
County Road No. 28
Union County

Attached are Project Application and Environmental Assessment received from Union County for the above described project.

The County is aware of the fact that funds for this fiscal year are spoken for, but they wish to place the project in line for future funding.

The application and environmental assessment have been reviewed by this office and appear to be in order. An Authority for Survey showing anticipated costs of the Highway Division is attached.

Please advise if further information is needed to place the project in line for funding.

RCL/dlm
Attachments

cc: Judge Earle C. Misener
Alvin Campbell
Verne Allen w/ attach.
J. A. Schlieski w/ attach.
Verne Moore w/ attach.
Harlin Gerlach w/ attach.

12-16-77
Survey Authorization
To Terpin.
Assessment To
Potter.

MAINOR - GARY
REVIEW AND ADD
TO LIST

Stopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 21 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

FEDERAL AID PROJECT REQUEST

Date January 3, 1977

Applicant Agency Union County

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name Road #28

Project Name Peach Lane River Bridge Grande Ronde River (Peach Lane) Br.

Project Length 130' Project Location (Attach sketch map)

Project Description Construct prestressed and reinforced concrete structure, approaches and guard rails.

Average Daily Traffic 70 Design Speed 50 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28' Travel Lanes Two Shoulders 2' 4'

Medians None Parking None

Sidewalks None

Remarks Present bridge has eight ton load limit and is to narrow to pass on.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2 -10' Shoulders 4'

Medians None Parking None

Curbed No Length Curb Radii ____

Sidewalk/Bikeway No

Remarks Sidewalk - Bike path use would not justify construction.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 21 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Peach Lane mile post 8.00

Type Steel truss

Approach Roadway Width 28' Shoulder Width 2'

Length 80' one span -2-16' approach Width 16'

To remain in place? Will be taken out, new bridge will be in same place

2. Proposed Structure:

Location Peach Lane - crossing Grande Ronde River - mile post 8.00

Approximate Size: Length 130' Width 28'

Are sidewalk/bikeways desired: No - use would not justify cost

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? Banks of river are nearly vertical.

Remarks New bridge should be lengthened and bank sloped at bridge site.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad NONE

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Earle C. Misener - County Judge Office
2. Environmental — Earle C. Misener - County Judge Office
3. Public Hearing — Earle C. Misener - County Judge Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: County construct approaches and guard rail.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 0
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	180,000.00
Railroad	0
Other Furnish guard rail	1,800.00
Preliminary engineering	8,000.00
PROJECT TOTAL	$ 189,800.00

Remarks County to receive pile cut offs. County Court is requesting bridge design, at no cost to county as provided by O.R.S. 369.210

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or _____ COUNTY

By _____ By _____

By _____ By Harold Schweeker

By _____

(1976)

Form B-106
SP*52488-734

Job No. .....

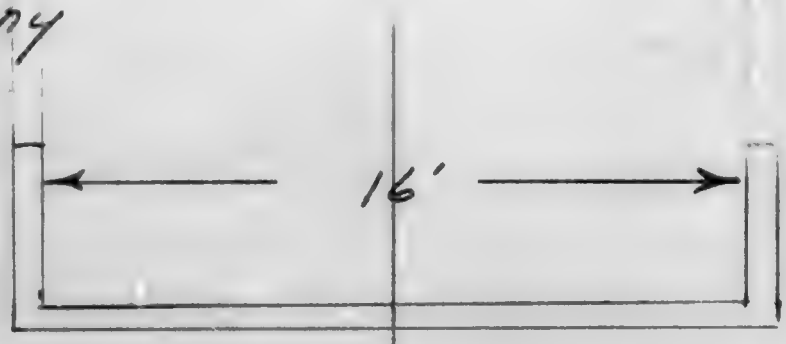
Sheet ... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for .....

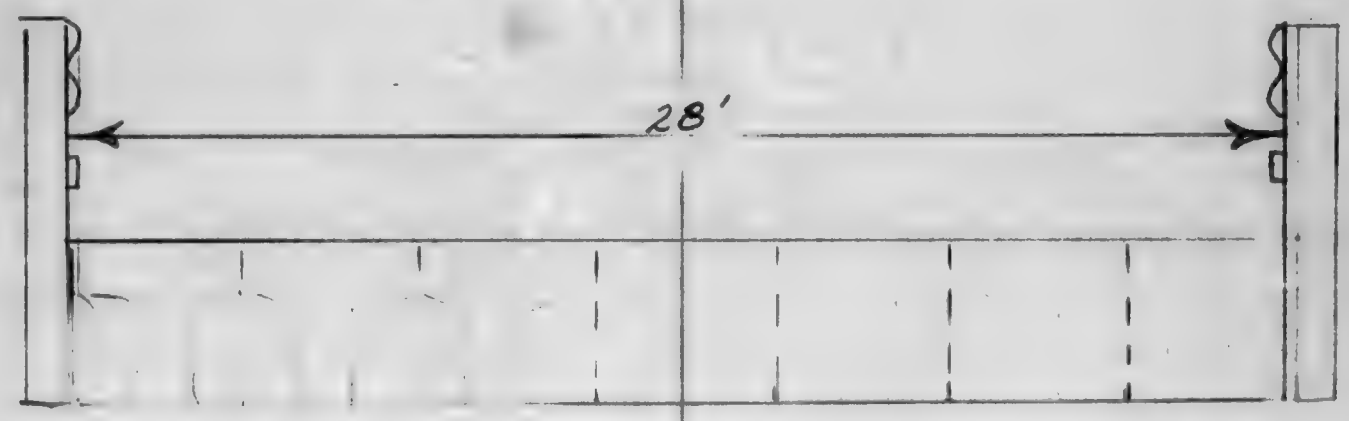
Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

existing steel pony truss structure

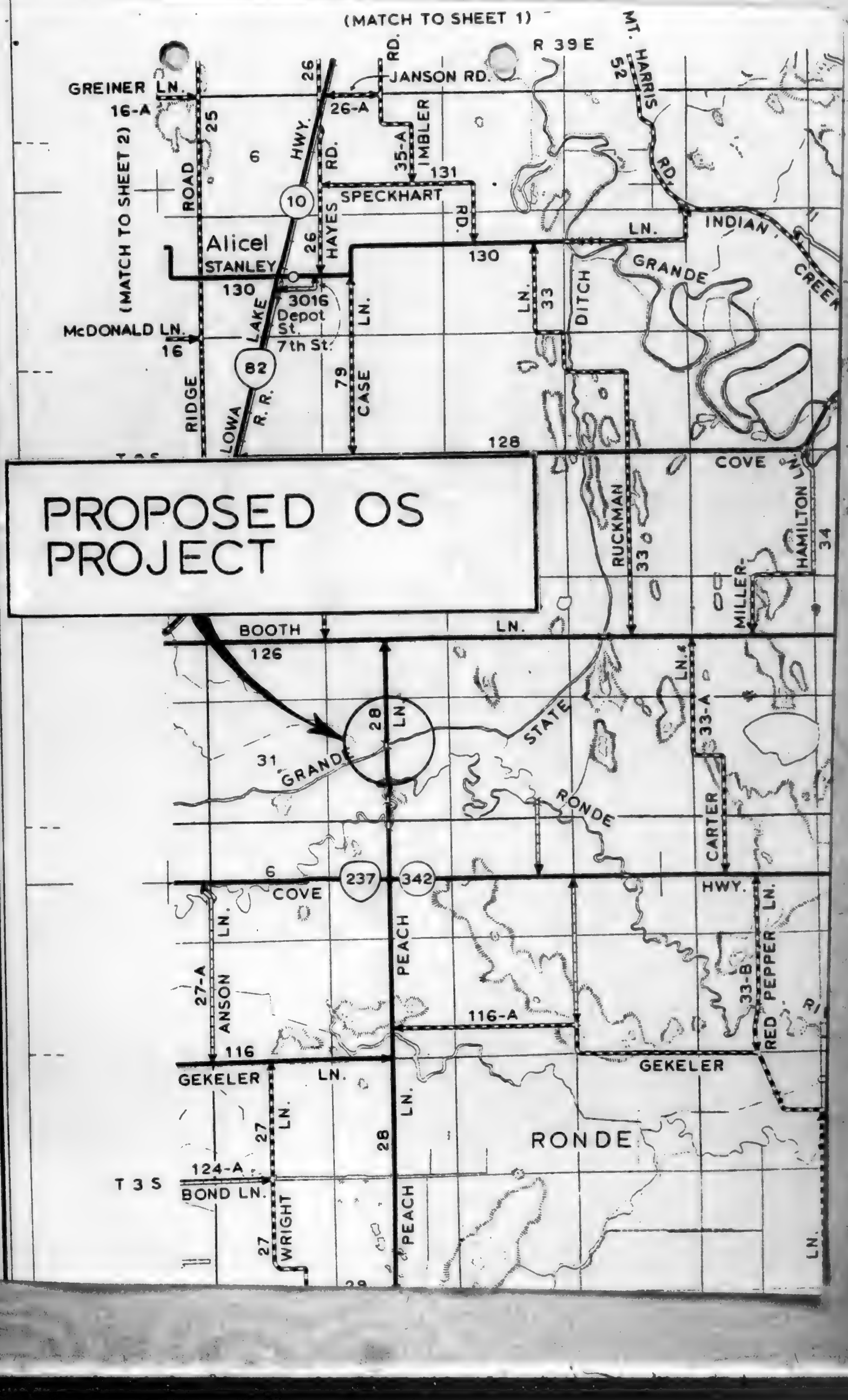


existing roadway
gravel surface

Proposed Structure



prestressed concrete beam w/poured deck or prestressed structure (which ever is most economical)



PROPOSED OS PROJECT

1978 Hurricane Cr. Br. 8823
Sec. of Co. Rd. 590 SW
of Enterp. (Gr.,Pave, St.)

CKA 6468 3-10-78
CKA 5496 11-12-75

PE-AD 396 #954
CC 1834

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

August 19, 1981

The Hon. Marion McCrea
Courthouse P. O. Box 160
Enterprise, Oregon 97828

Dear Judge McCrea:

Re: Final Billing
Hurricane Creek (Rd. #590) Bridge
Project No. SOS-3200(2)

As you know, I inquired on June 26, 1981 about obtaining federal funds for foundation exploration even though the project had not been formally approved by the Federal Highway Administration. (FHWA)

Enclosed is a copy of a letter from Mr. Dale Wilken, Oregon Division Manager, FHWA, explaining why they are unable to participate in these costs even though they agree the work was done in good faith and both time and money were saved.

Unfortunately we are unable to participate in these costs because of the terms of the project agreement which states in part —— the County shall bear 100% of the cost not participated in by the FHWA —".

I am sorry these costs were incurred. They definitely will not happen in the future.

Please forward the payment of $956.59 as shown on billing No. CC 81-33 to Mr. Vern Skoog, Accounting Section, Oregon State Highway Division, Transportation Building, Salem, Oregon 97310.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
Enc.
cc: Verne Russell
D. E. Swan

Form 734-3122

#8803

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project SOS-3200(2)
Hurricane Creek Bridge Section
Wallowa County - Preliminary Engineering

Date: August 11, 1981

Reply to Attn. of: HFO-4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed your request for Federal aid participation for preliminary engineering work which was done prior to our approval of the program for this project.

We agree that the work was done in good faith and that both time and money were saved by accomplishing the work while the foundation crew was in the area. Unfortunately, the work was accomplished prior to program approval. A waiver request may not be granted for work done prior to program approval unless Federal involvement is such as to confer implied or de facto approval. Our records or the information furnished with your request does not indicate any significant FHWA project related activity prior to program approval which would satisfy the involvement requirements.

Regretfully, we must deny Federal aid participation for this work.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 1[illegible]
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
| | | | | X |

cy 8/13

8823

July 6, 1981

PRO 6

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Dave Carter
Area Engineer

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: P.E. Charges
Hurricane Creek (Road #590) Bridge Section
Project No. SOS-3200(2)
Wallowa County

The foundation investigation for this project was done prior to P.E. authorization by FHWA, so was denied Federal participation in the funding. The County feels that they acted in the publics interest in taking advantage of the investigation crew when they were in the area. Because of the investigation crew's schedule, they would not have been available for some time. This saved both time and money.

The County feels that it was justified in doing this and are requesting your reconsideration and authorization of Federal financial participation in this item. Your consideration and concurrence is requested.

HR:pf

Foundation Work
started 2-2-78
Completed 2-9-78
(Info From R. Lang and
Given to Dave Carter)
7-27-81 AWP

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: June 26, 1981

SUBJECT: Final Billing
Hurricane Creek (Road 590) Bridge
Project No. SOS 3200(2)
Contract No. 8823

At the request of Wallowa County I have reviewed the available data and find the Highway Division performed some work prior to approval of the Survey Authorization by the Federal Highway Administration.

Enclosed is a copy of data showing the origination and history of the project and Wallowa County's attempt to obtain Off System funding. Also, it is noted the Transportation Commission approved the project on January 24, 1978.

On February 1, 1978, Dale Allen sent a teletype to Frank Terpin requesting approval to begin foundation work. This was done because the drill crew was at Freezeout Bridge and because their work schedule called for them to move to Hermiston for exploration on projects in that area and would not be available for several months. No reply was received and I am told verbal instructions were given to begin PE in the interest of saving time and money.

I have explained and discussed the situation concerning the non-participating costs with Dave Carter, FHWA Area Engineer, who agrees with the concept and would recommend approval of a request to program the costs because of the circumstances.

It is felt Wallowa County should not have to incur these costs because we elected to begin work early in order to fit crew scheduling.

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: Verne Russell
J. A. Schlieski
Vern Moore
Dave Carter

PROJECT MANAGEMENT BRANCH
SITE
PRE
ASHE
RE
PLE
JUN 29 1981
REFERRED TO
FOR

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-8-81	CC 81-33	

CREDIT DISTRIBUTION

232-1993-297
232-1048-297

☐ INE ☐ RCE ☐ RME ☑ ROE ☒ RFA ☐

JUN 10 1981

RECEIVED
REGION 5 OFFICE

Note

BILL TO: Code:

Wallowa County Court

Courthouse

Enterprise, Oregon 97828

Attn: Mr. Vern Russell-County Surveyor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Hurricane Creek (Road #590) Br. This is an OFF SYSTEMS Roads Project No. SOS-3200(2)			
Total Project Cost			$79,972.41
Less Federal Funds			67,406.62
Less County Advance Deposit			11,609.20
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount	$ 11,609.20
Advance Deposit Previously Transferred to Highway Fund	$ 8,859.20
Balance	$ 2,750.00
Transfer to Highway Fund	$ 2,750.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1896, CC 1834

Amount Due . . . . . $ 956.59

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D.E. Swan
D.E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 8, 1981

COUNTY WALLOWA Contract No. 8823 Date Completed 6-9-79

PROJECT # SOS-3200(2) Section Hurricane Creek (Rd. #590) Br.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 8,448.50
Federal Funds Collected	$6,111.35	
Construction		$64,851.85
Payment to Contractor		6,672.06
Engineering		$71,523.91
Federal Funds Collected for Construction	$61,295.27	
Total Project Cost		$79,972.41
Total Federal Funds Collected		$67,406.62

PE 6,700

County share of costs are as follows:

Total Project Cost	$79,972.41
Less Federal Funds	67,406.62
Less County Advance Deposit	11,609.20
AMOUNT DUE STATE	$ 956.59

954 PE
10,660 Const.

#1325 PE non particip.
Due to work performed prior to P.E. approval - Foundation exploration ?

JOE - VERN
Is there some way we can explain to accounting why foundation exploration was done prior to Authorization so Fed. funding may be obtained
Roger

Reference: Billing Form CC 81-33

FORM 734-1745

882

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 132054

FORM 81-734-1130

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-24-8]	CC 8]-33	

CREDIT DISTRIBUTION

321.00	956.59
232-1048-297-00-000	(956.59)
232-1048-296-00-000	956.59

NEW: WALLØWA

Wallowa County Court
Courthouse
Enterprise, Or. 97828
Attn: Mr. Vern Russell-County Surveyor

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Hurricane Creek (Road #590) Br. This is an OFF SYSTEMS Roads Project No. SOS-3200(2)			
Total Project Cost			$79,972.41
Less Federal Funds			67,406.62
Less County Advance Deposit			11,609.20
Amount Due			956.59

Form 734-1491 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)	
DATE: 6-8-81	BILLING REQ. NO.: CC 81-33	YOUR ORDER NO.:

CREDIT DISTRIBUTION
232-1993-297
232-1048-297

BILL TO: Code:

Wallowa County Court
Courthouse
Enterprise, Oregon 97828
Attn: Mr. Vern Russell-County Surveyor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Hurricane Creek (Road #590) Br. This is an OFF SYSTEMS Roads Project No. SOS-3200(2)			
Total Project Cost			$79,972.41
Less Federal Funds			67,406.62
Less County Advance Deposit			11,609.20
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount	$ 11,609.20
Advance Deposit Previously Transferred to Highway Fund	$ 8,859.20
Balance	$ 2,750.00
Transfer to Highway Fund	$ 2,750.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1896, CC 1834

Amount Due . . . . . $ 956.59

Submitted by:
Harold Reynoldson

Approved:
D.E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 8, 1981

COUNTY WALLOWA **Contract No.** 8823 **Date Completed** 6-9-79

PROJECT # SOS-3200(2) **Section** Hurricane Creek (Rd. #590) Br.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 8,448.50
Federal Funds Collected	$6,111.35	
Construction		
Payment to Contractor		$64,851.85
Engineering		6,672.06
		$71,523.91
Federal Funds Collected for Construction	$61,295.27	
Total Project Cost		$79,972.41
Total Federal Funds Collected		$67,406.62

County share of costs are as follows:

Total Project Cost	$79,972.41
Less Federal Funds	67,406.62
Less County Advance Deposit	11,609.20
AMOUNT DUE STATE	$ 956.59

Reference: Billing Form CC 81-33

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hurricane Creek Bridge Section County Road #590 Wallowa County					
	Preliminary Engineering Type Code P.E. State	All	Required		$ 7,122.78	
	Construction Type Code X080 Structure Br. #16258 (Sta. 9+50 To Sta. 10+60) Final Contract Payment Summary	Lump	Sum		64,851.85	
	Construction Engineering State	All	Required		6,587.86	
	Total Participating Cost				$78,562.49	
	Nonparticipating Cost State	All	Required		84.20	
	Preliminary Engineering	All	Required		1,325.72	
	Total Nonparticipating Cost				$ 1,409.92	
	Total Project Cost				$79,972.41	

Prepared based on Participating Costs as shown on the Federal Billing as of 2/28/81.

7122.78
1325.72
8448.50

AMOUNT CARRIED FORWARD

GPO 844 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation: .

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	SOS-3200(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-24-78 To: 8-29-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$79,972.41	$78,552.49	85.80%	$67,406.62	$67,406.62	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	3/15/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

			231	1097	900	00	N	1		
					TOT	00				
					TOT	P1				
					TOT	N1				
					TOT	N9				
					** JOB TOTALS **				**	
HURRICANE CR BRDGE	CONT NO 8823 & FA PROJ NOS SOS 200202 100									
			232	1048	201	00	P	1		

TOTAL TO DATE JOB COST SUMMARY — APRIL 19

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO
	232	1048	296	00	N	9		
	232	1048	297	00	N	9		
	232	1048	298	00	N	9		33
	232	1048	800	00	P	1		
	232	1048	800	00	N	1		
	232	1048	900	10	P	1		
	232	1048	920	00	P	1		
	232	1048	940	00	P	1		35
	232	1048	948	00	N	1		2
			TOT	P1				36
			TOT	N1				2
			** JOB TOTALS **				**	38
UPPER WHITE RIVER BRIDGE	CONT NO 9144		FA PROJ NOS SOS 300001 100					
	233	1027	201	00	P	1		123.2
	233	1027	206	00	N	1		1
	233	1027	296	00	N	9	46. 81CR	131.97
	233	1027	297	00	N	9		14.2
	233	1027	298	00	N	9	46. 81	117.7
	233	1027	800	00	P	1		9.97
	233	1027	800	00	N	1		26
	233	1027	920	00	P	1		
	233	1027	940	00	P	1		6
	233	1027	945	00	P	1		27
			TOT	P1				133.5
			TOT	N1				27
			** JOB TOTALS **				**	133.7
BRKING PAVEMNT MARKING PROJ	CONT NO		FA PROJ NOS PMS 005886 100					
	234	1005	296	00	N	9		
	234	1005	298	00	N	9		
	234	1005	800	00	P	1		
	234	1005	900	00	N	1		
	234	1006	900	00	N	1		
			TOT	P1				
			TOT	N1				
			** JOB TOTALS **				**	

	231	1097	500	00	N	1			17.22		118.28	78	80
			TOT	00					718.99		718.99		
			TOT	P1					444.61		84,936.05		
			TOT	N1					17.22		134.91		
			TOT	N9					718.99CR		718.99CR		
			** JOB TOTALS **					**	461.83	**	85,070.96	**	
CONT NO 8823 X FA PROJ NOS SOS 200002 100												STATE	
	232	1048	208	00	P	1					64,851.85	78	79

RY APRIL 1981 PAGE 163

MENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE.	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	232 1048	296	00 N 9		335.35CR	69,450.47CR	78	81
	232 1048	297	00 N 9			8,155.20	78	78
	232 1048	298	00 N 9		335.35	61,295.27	78	81
	232 1048	900	00 P 1		11.48	6,207.85	78	80
	232 1048	900	00 N 1			84.20	78	79
	232 1048	900	10 P 1			4.56	79	79
	232 1048	920	00 P 1			20.93	78	78
	232 1048	948	00 P 1		354.52	354.52	81	81
	232 1048	948	00 N 1		23.88	23.88	81	81
		TOT	P1		366.00	71,439.71		
		TOT	N1		23.88	108.08		
		** JOB TOTALS **		**	389.88 **	71,547.79 **		
CONT NO 9144 FA PROJ NOS SOS 300001 100							STATE	
	233 1027	201	00 P 1		123,241.00	123,241.00	80	81
	233 1027	206	00 N 1		17.35	17.35	81	81
	233 1027	296	00 N 9	46.81CR	131,974.12CR	131,974.12CR	80	81
	233 1027	297	00 N 9		14,240.00	14,240.00	80	80
	233 1027	298	00 N 9	46.81	117,734.12	117,734.12	80	81
	233 1027	900	00 P 1		9,978.97	9,978.97	80	81
	233 1027	900	00 N 1		261.60	261.60	80	81
	233 1027	920	00 P 1			44.68	80	80
	233 1027	940	00 P 1		67.00	67.00	81	81
	233 1027	945	00 P 1		229.46	229.46	81	81
		TOT	P1		133,516.43	133,561.11		
		TOT	N1		278.95	278.95		
		** JOB TOTALS **		**	133,795.38 **	133,840.06 **		
J CONT NO		FA PROJ NOS PHS 005056 100					STATE	
	234 1006	296	00 N 9		59.23CR	781.85CR	79	80
	234 1006	298	00 N 9		59.23	781.85	79	80
	234 1006	900	00 P 1			722.62	79	79
	234 1006	900	00 N 1			9.00	79	79
	234 1006	900	01 P 1		59.23	59.23	80	80
		TOT	P1		59.23	781.85		
		TOT	N1			9.00		
		** JOB TOTALS **		**	59.23 **	790.85 **		

TOTAL TO DATE JOB COST SUMMARY — APRIL 1981

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
HURRICANE CR BRIDGE	CONT NO	FA PROJ NOS SRS 00S047 100			
	232 1978	901	00 N 1		
	232 1978	905	00 N 1		
	232 1978	906	00 N 1		
	232 1978	910	00 N 1		
	232 1978	918	00 N 1		
	232 1978	926	00 N 1		
		TOT	N1		
		** JOB TOTALS **		**	**
HURRICANE CK BR. RD 690	CONT NO	* FA PROJ NOS SOS 200002 100			
	232 1993	296	00 N 9		1,441.64
	232 1993	297	00 N 9		1,441.64CR
	232 1993	298	00 N 9		
	232 1993	901	00 P 1		
	232 1993	905	00 P 1		
	232 1993	910	00 P 1		
	232 1993	914	00 P 1		
	232 1993	918	00 P 1		
	232 1993	920	00 P 1		351.28CR
	232 1993	921	00 P 1		3.24CR
	232 1993	922	00 P 1		
	232 1993	923	00 P 1		1,325.72CR
	232 1993	926	00 N 1 Foundation investigation		1,325.72
	232 1993	926	00 P 1		1,680.24CR
		TOT	P1		1,325.72
		TOT	N1		354.52CR**
		** JOB TOTALS **		**	
WASCO CTY DELINEATOR PROJECT	CONT NO	FA PROJ NOS PMS 00S077 100			
	233 1935	296	00 N 9		
	233 1935	298	00 N 9		
	233 1935	905	00 P 1		
		TOT	P1		
		** JOB TOTALS **		**	**
UPPERLAKITERWBRIDGE	CONT NO	* FA PROJ NOS SOS 300001 100			
	233 1936	296	00 N 9		
	233 1936	297	00 N 9		
	233 1936	298	00 N 9		
	233 1936	901	00 P 1		
	233 1936	901	00 N 1		4.50
	233 1936	905	00 P 1		914.65CR
	233 1936	906	00 P 1		
	233 1936	910	00 P 1		

TMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
CONT NO		FA PROJ NOS SRS 00S047 100					STATE
232	1978	901	00 N 1			829.55	
232	1978	905	00 N 1			27.37	
232	1978	906	00 N 1			12.37	
232	1978	910	00 N 1			43.48	
232	1978	918	00 N 1			271.41	
232	1978	926	00 N 1			129.44	
		TOT	N1			1,313.62	
		** JOB TOTALS **		**	**	1,313.62	**
CONT NO	*	FA PROJ NOS SOS 200002 100					STATE
232	1993	296	00 N 9		1,441.64	6,815.35CR	
232	1993	297	00 N 9			704.00	
232	1993	298	00 N 9		1,441.64CR	6,111.35	
232	1993	901	00 P 1			1,600.70	
232	1993	905	00 P 1			2,106.95	
232	1993	910	00 P 1			63.80	
232	1993	914	00 P 1			108.75	
232	1993	918	00 P 1			1,056.70	
232	1993	920	00 P 1			100.10	
232	1993	921	00 P 1		351.28CR	518.99	
232	1993	922	00 P 1		1.24CR	38.60	
232	1993	923	00 P 1			94.50	
232	1993	926	00 P 1		1,325.72CR	1,433.69	
232	1993	926	00 N 1	Foundation investigation	1,325.72	1,325.72	
		TOT	P1		1,680.24CR	7,122.78	
		TOT	N1		1,325.72	1,325.72	
		** JOB TOTALS **		**	354.52CR**	8,448.50	**
JECT CONT NO		FA PROJ NOS PHS 00S077 100					STATE
233	1935	296	00 N 9			237.30CR	
233	1935	298	00 N 9			237.30	
233	1935	905	00 P 1			237.30	
		TOT	P1			237.30	
		** JOB TOTALS **		**	**	237.30	**
CONT NO	*	FA PROJ NOS SOS 300001 100					STATE
233	1936	296	00 N 9			10,350.00CR	
233	1936	297	00 N 9			1,140.00	
233	1936	298	00 N 9			9,210.00	
233	1936	901	00 P 1			3,905.27	
233	1936	901	00 N 1			6.41	
233	1936	905	00 P 1		4.50	2,278.70	
233	1936	906	00 P 1		914.65CR	1,141.61	
233	1936	910	00 P 1			121.62	

8823

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8-29-80

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-3200(2)	Wallowa	Oregon 8823

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved the construction of roadbed grading, aggregate base, and asphalt concrete pavement and the construction of Bridge No. 16258 over Hurricane Creek. The bridge is 40 feet in length and has a roadway width of 27.5 feet. All work was completed on June 9, 1979 on the Hurricane Creek Bridge Section of County Road No. 590, approximately one mile southwest of Enterprise.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Construction Co.	$ 66,383.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* D Kenney

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR SEP 2'80 REFER TO FOR File Info Invest R/D D/R Sept Act

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 38 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.013	28.0	X080	0.008

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	6-27-79

12. IN COMPANY WITH
J. Schlieski, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G. K. Hoesner Glenn K. Hoesner	
14. TITLE Area Engineer	15. DATE 8/27/80	17. TITLE Field Operations Engineer	18. DATE 8/29/80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8823

August 17, 1979

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Gentlemen:

Contract No. 8823 awarded to Hamilton Construction Company for work on the Hurricane Creek Bridge Section of County Road 590 in Wallowa County was completed on June 9, 1979, and accepted by the State Highway Engineer on August 16, 1979.

Final payment in the amount of $3,242.30 will be released to the contractor after August 22, 1979. The total contract amount is $64,851.85 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Hamilton Construction Company
P. O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, Or 97204

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8823

Report # 30 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hurricane Creek Bridge		WEEK ENDING: June 15, 1979
		SECTION PREFIX: 232-1048
HIGHWAY: County Road		COUNTY: Wallowa
NAME OF JOB: Hurricane Creek Bridge	KIND OF WORK: Grading, structure and paving	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 8823	FEDERAL AID PROJECT NUMBER: SOS-3200(2)
DATE OF CONTRACT: October 3, 1978	DATE WORK STARTED: November 14, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 180	WORK DAYS USED / CALENDAR DAYS USED: 94
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 52
PROJECT AUTHORIZATION: $ 76,231.04	ENGINEERING AUTHORIZATION: $ 6,648.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 69,474.74	ENGINEERING COST TO DATE: $ 4,088.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 69,474.74	This Week $0.0	DATE PROJECT WAS COMPLETED: 6-9-79
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 61 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.02	0.02			0.02
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.02	0.02			0.02
TOTAL ESTIMATED QUANTITIES (CONTRACT)	195	165			40
TOTAL QUANTITIES CORRECTED TO DATE	46.5	66			52.8
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	46.5	66			52.8
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16258							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Ptly cldy, hot	0		
MONDAY 11	Ptly cldy, hot	0		
TUESDAY 12	Clear, hot	0		
WEDNESDAY 13	Clear, warm	0		
THURSDAY 14	Ptly cldy, warm	0		
FRIDAY 15	Ptly cldy, warm	0		
SATURDAY 9	Ptly cldy, hot	1		

RECEIVED
JUN 18 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gabauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 10	
11 MONDAY	
12 TUESDAY	
13 WEDNESDAY	
14 THURSDAY	
15 FRIDAY	
SATURDAY 9	No activity

REMARKS

STATUS: Project completed.

Semi-final will be submitted 6-18-79.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*7216

#8823

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 23, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8823 for work on the Hurricane Creek Bridge Section of County Road 590 in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Joseph Schlieski

TELEX 32-7413

Hansen & Rowland Inc. / WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / 627-1161

"Since 1890"

October 10, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Re: Hamilton Construction Company
Contract No. 8823 - Hurricane Creek Bridge

Dear Sirs:

Enclosed are two (2) copies of duly excecuted contracts and bonds for the above noted contract #8823.

Please let us know if you have any questions.

Sincerely,

Karen Smith

Karen Smith
Bond Dept.

cc: Mr. Jack Axtell
Hamilton Construction Co.
P.O. Box 659
S ingfield, Oregon 97477

RECEIVED
OCT 12 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P. O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

October 19, 1978

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Hurricane Creek Bridge
Contract 8823

Attention: Mr. C. W. Head

Dear Sir:

Enclosed are two (2) copies of the above contract executed by:

Harry I. Hamilton - President

William T. Peckham - Secretary

Mr. Jack I. Hamilton, Ass't Secretary and Treasurer originally signed in the absence of Mr. Peckham. This is in accordance with the minutes of the Corporation.

I am in the process of having a certified copy of the bylaws and minutes of the Corporation authorizing any of the three officers to sign Contracts and Performance Bonds for the Corporation made for the Department of Transportation.

Sent answer Oct. 25

When this has been accomplished, will it be necessary to send a copy of this authorization each time we send in a Contract or will this authorization be good until revoked ?

Very truly yours,

HAMILTON CONSTRUCTION CO.

John R. Axtell

John R. Axtell
Contracts

RECEIVED
OCT 20 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JRA: encl.

8823

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-13-78	CC1896	

CREDIT DISTRIBUTION
232-1993
232-1048

BILL TO: Code:

Wallowa County Court
Courthouse
Enterprise, Oregon 97828
Att: Mr. Vern Russell

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Transfer of the advance deposit for the construction of the Hurricane Creek Bridge. SOS-3200(2) AD 396 AD 505 CC 1834			

Advance Deposit Amount	$ 11,609.20
Advance Deposit Previously Transferred to Highway Fund	$ 704.00
Balance	$ 10,905.20
Transfer to Highway Fund	$ 8,155.20
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald W. Wimer
Gerald W. Wimer

SP*35736-734

8823

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-81		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Wallowa
MODIFICATION NUMBER 1	10-13-78	Project Number SOS-3200(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,700.00	$ 84,623.00
Federal funds	$ 5,746.00	$ 72,580.00
Other revisions		

This modification is made for the following reasons:

Addition of Construction phase and increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

Gen file

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal Aid Project
No. SOS-3200(2)

Hurricane Creek Bridge Section
County Road #590
Wallowa County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 8,500.00

Type Code X080
Structure Br. #16258 (Sta. 9+50 to Sta. 10+60)

Mobilization	All Required		6,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	133 Sq.Ft.	$ 6.00	798.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin.Ft.	3.00	150.00
Flagmen	20 Hour	18.00	360.00
General Excavation	195 Cu.Yd.	5.00	975.00
Toe Trench Excavation	60 Cu.Yd.	8.00	480.00
Pit Run Aggregate Subbase	115 Cu.Yd.	8.00	920.00
Aggregate Base	50 Cu.Yd.	12.00	600.00
Class "B" Asphalt Concrete	40 Ton	70.00	2,800.00
Guard Rail, Type 2A	100 Lin.Ft.	17.00	1,700.00
Guard Rail Anchors, Type 1	4 Each	180.00	720.00
Rail End Pieces, Type C	4 Each	120.00	480.00
Loose Riprap, Class 100	90 Cu.Yd.	15.00	1,350.00
Bridge Removal Work	All Required		9,500.00
Structure Excavation	90 Cu.Yd.	14.00	1,260.00
Furnish HP 10 X 42 Steel Piling	296 Lin.Ft.	12.50	3,700.00
Drive Steel Piles	8 Each	200.00	1,600.00
Splice Steel Piles	2 Each	100.00	200.00
Structural Concrete, Class 3300	40 Cu.Yd.	200.00	8,000.00
4' x 40'/45' Prestressed Slabs	7 Each	2,600.00	18,200.00
Reinforcement	4,600 Lb.	0.40	1,840.00
Metal Rail with Tubing	75 Lin.Ft.	50.00	3,750.00
			$ 66,383.00

Anticipated Items

Temporary Erosion Control	All Required	100.00
	Subtotal	$ 66,483.00
	Engineering	9,640.00
	Total	$ 76,123.00

Oregon State Highway Division
Salem, Oregon, October 4, 1978

Federal Aid Project
No. SOS-3200(2)

Length of Structure 0.008 Mile
Length of Project 0.021 Mile

SUMMARY OF FUNDS (85.77%)

Description		Total Cost	Federal Funds	County Funds
Preliminary Engineering		$ 8,500.00	$ 7,290.00	$ 1,210.00
Construction		76,123.00	65,290.00	10,833.00
	Total	$84,623.00	$72,580.00	$12,043.00

Group 1 100%

Contract No. 8823

Prefix No. 232-1993

Prefix No. 232-1048

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO.: 6-87	FEDERAL-AID PROJECT AGREEMENT	County: Wallowa
	6-7-78	Project No.: SOS-3200(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1 mile S.W. of Enterprise

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-24-78	0.06
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,700.00	$ 5,746.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By A D Schmidt

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. W. Crumpacker
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 7 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon - June 1, 1978

Federal Aid Project
No. SOS-3200(2)

HURRICANE CREEK BRIDGE SECTION
WALLOWA COUNTY

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 6,700.00
		$ 6,700.00

Length of Project: 0.06 Miles

Summary of Funds

Description	Total Costs	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 6,700	$ 5,746	$ ----	$ 954
Retain in PS&E (Structure)	66,500	57,034	-----	9,466
Total	$73,200	$62,780	$-----	$10,420

Prefix 232-1933
Group 1

8823

October 3, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on September 28, 1978, accepted your proposal for work on the Hurricane Creek Bridge Section of County Road 590 in Wallowa County for the sum of $66,383 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Wallowa County and when the sum of $10,660 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8823.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 14, 1978.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kkr

Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle, WA
Daily Journal of Commerce, Seattle, WA and Portland, OR

bbc: C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Joseph Schlieski
Don Trout
SAIF
Fran

September 22, 1978

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attn: Mr. Vern Russell
County Surveyor

Gentlemen:

On September 21, 1978, a satisfactory was received from Hamilton Construction Co., P.O. Box 659, Springfield, Oregon, 97477 for Hurricane Creek Bridge Section.

This is an Off-System project and based upon the contractor's bid, the County's advance deposit is as follows:

Bid Item	$66,383.00
Erosion Control	100.00
Contingencies 4½%	2,991.74
Engineering 10%	6,648.30
EST. TOTAL CONSTRUCTION COST	$76,123.04

Then 14% of $76,123.04 = $10,657.23, by rounding, the advance deposit will be $10,660.00.

DE 3,330.25
63,465.81

We received $10,655.20 told Ed Hamway + Roger Lang

Please make your check in the amount of $10,660.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit which should be in this office no later than October 13, 1978.

Very truly yours,

Gerald W. Wimer
Local Government Manager

cc-1826

MW:lml

bc w/AD#505: Vern Skoog - Please return completed AD #505 when check is received.
Region 5 Federal Aid Engineer Roger Lang

JULY 1978

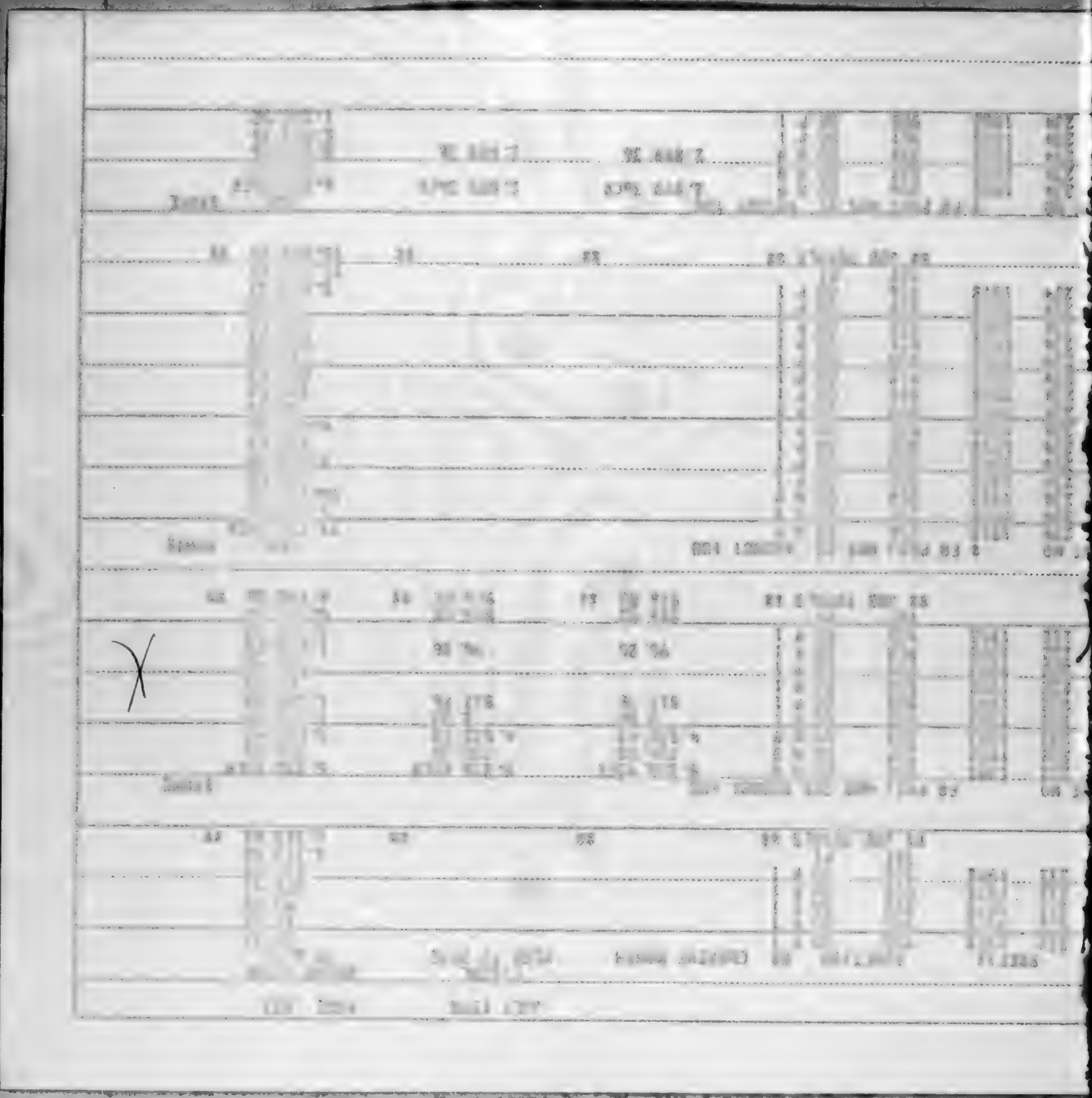
CURRENT MONTH

96.26

916.02

2,899.36CR

2,899.36



U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8823

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-18-78

FEDERAL AID PROJECT NO. SOS-3200(2)

STATE PROJECT NO. See below

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80212

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-18-78	Non Federal-aid	County Road

GENERAL LOCATION:
Hurricane Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☑ OTHER (Specify) Program Change See below

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the program change request to change the project number to conform with the numerical listing maintained by OSHD. The project number is changed to SOS-3200(2) from SOS-3200(1).

-

Approved 9-21

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-18-78	G. K. Hoosen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8-78

STATEMENT OF OVERRUNS AND UNDERRUNS
HURRICANE CREEK BRIDGE

Connty Road NO. 590
Contract No. 8823

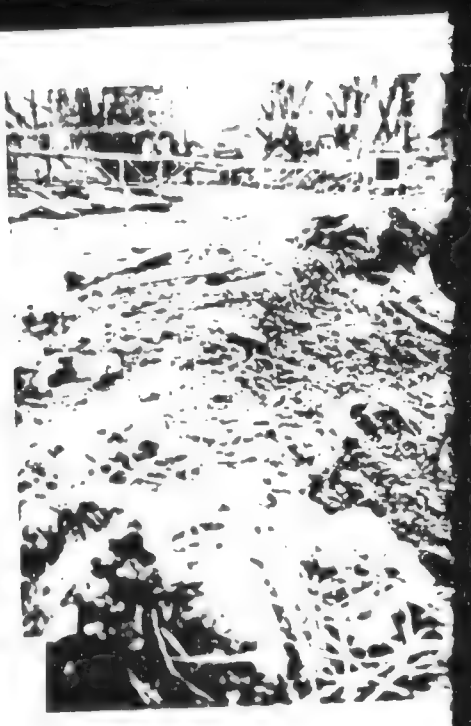
Wallowa County
F.A. No. SOS-3200(2)

Item	Original Amount	Semi-final Est.	Percent + or -
Contract Bid Items	$66,383.00	$64,851.95	-2.3
Anticipated Items	$ 100.00	$ 0.00	-100
Contingencies	$ 2,991.74	0.00	-100
Engineering	$ 6,648.30	$ 6,648.30	0.0
Total Project Authorization	$76,123.04	$71,500.25	-6.07

Hurricane Creek Bridge
Contract No.8823
Overruns and Underruns

Item#	Item	Unit	Original Quantity	Final Quantity	Percent + or -
1.	Mobilization	Lump Sum	100%	100%	0.0
2.	Temp. Prot. & Direct.	Lump Sum	100%	100%	0.0
3.	Temporary Signs	Sq. Ft.	133	132.5	-0.4
4.	Temp Cont. Barrier	Lin. Ft.	50	50	0.0
5.	Flagmen	Hour	20	0	-100.0
	Work safely completed with out the use of flagmen.				
6.	General Excav.	Cu. Yd.	195	46.45	-76.2
	Existing subbase found suitable for use and not removed under this item.				
7.	Toe Trench Excav.	Cu. Yd.	60	52.8	-12.0
	All required to complete the work.				
8.	Pit run Aggregate Base	Cu. Yd.	115	8.3	-92.8
	Existing subbase found suitable for use and not replaced under this item.				
9.	Aggregate Base	Cu. Yd.	50	57.4	+14.8
	All required to complete tapers, etc.				
10.	Class "B" Asphalt	Ton	40	52.8	+32.0
	Original estimate in error, revised crown to 0.01% and still overran plan quantity.				
11.	Guardrail Type 2A	Lin. Ft.	100	100	0.0
12.	Guardrail Anchors Type I	Ea.	4	4	0.0
13.	Rail End Pieces	Ea.	4	4	0.0
14.	Loose Riprap Class 100	Cu. Yd.	90	93.1	+3.4
15.	Bridge Removal Work	Lump Sum	100	100	0.0
16.	Structure Excav.	Cu. Yd.	90	87.5	-2.8
17.	Furnish H P 10x42 Piling	Lin. Ft.	296	296	0.0
18.	Drive Steel Piles	Ea.	8	8	0.0
19.	Splice Steel Piles	Ea.	2	0	-100
	None required to complete the work.				
20.	Structural Conc. Class 3300	Cu. Yd.	40	37.66	-5.9
	All required to complete the work.				
21.	4'x40'/45' Slabs	Ea.	7	7	0.0
22.	Reinforcement	Lb.	4600	4994	+8.7
	All recuired to complete the work, also includes dowels & tie rods.				
23.	Metal rail/tubing	Lin. Ft.	75	75	0.0

1



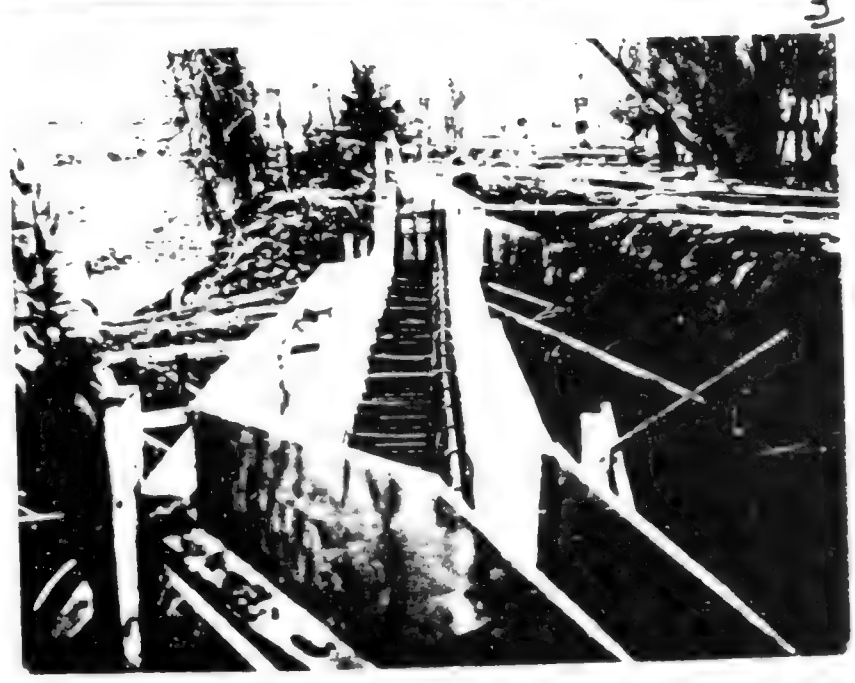
2

1. Bt. #1. Excavation

2. Bt. #2 Pile

3. Bt. #1. Forms and resteel

4. Looking upstream thru struct.



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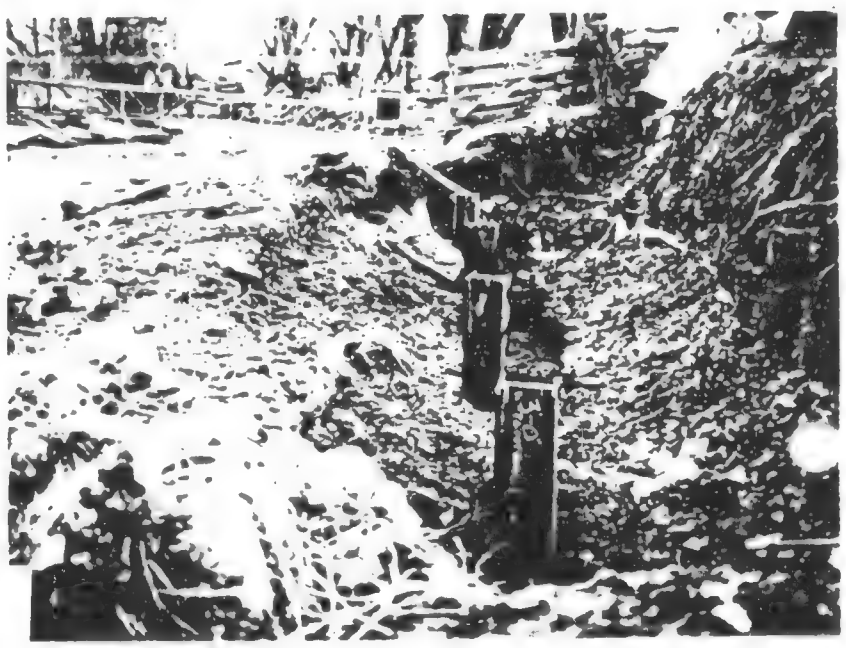
4

1

2



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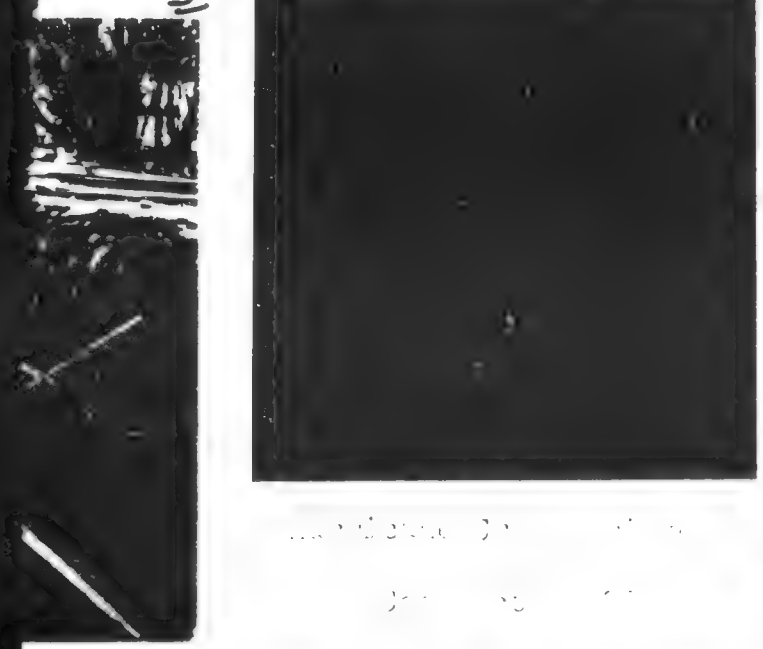
4. Looking upstream thru struct.

3



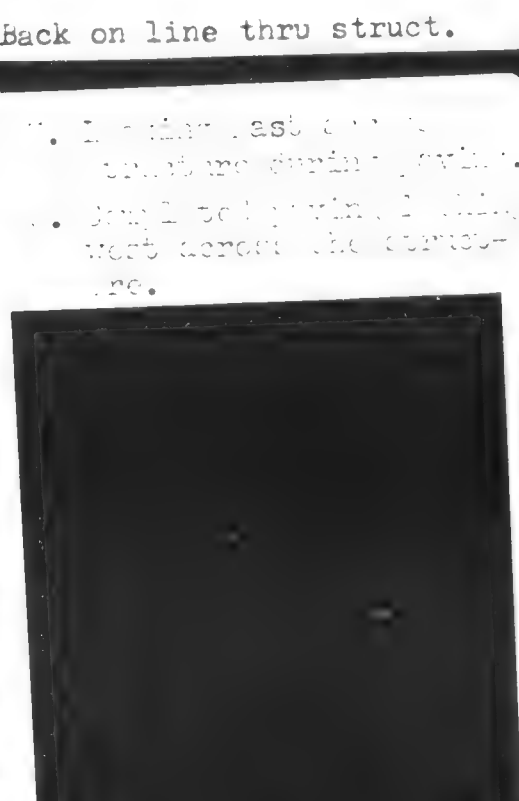
4

5. Looking upstream thru struct.

6. Back on line thru struct.

5. Looking upstream thru struct.

6. Back on line thru struct.



8723

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-30-78

FEDERAL AID PROJECT NO. SOS-3200(1)

STATE PROJECT NO. See below

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80212

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-24-78	8-30-78	Non-Federal-aid	County Road

GENERAL LOCATION:

Hurricane Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 8-22-78, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Division 9-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3823

Wallowa

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/78
Donald L Rout

9-21-78 Bid Letting _____ All Clear Deadline

SECTION HURRICANE CREEK BRIDGE
Highway County Road #590
County Wallowa Region 5
Type of Work G-P-Str. Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands		X			X
D.O.G.M.I.	X				
Corps of Engineers		X			X
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Regional Engineer

DATE: July 26, 1978

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT: Hurricane Creek
County Rd. 590
Wallowa County
Bridge 16258

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☐

RECEIVED
REGION 5 OFFICE
JUL 27 1978

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 14 1978
File: PM FA
LG OP
TAA

Enclosed are two reduced prints of drawings 33812 and 33813, which are the advance detail drawings for the subject structure. The estimated cost for the structure, only, including an allowance for engineering and contingencies, is $44,000. **

It is planned to call for bids on this section on September 21, 1978.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by August 4, 1978.

Enclosures

cc Wallowa County Engineer /w/ 2 encls.
H. A. Schell /w/ 2 encls.
Specs Unit /w/ 1 encl. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 encl.
County-City Unit
Road Design /w/ 1 encl.
J. A. Schlieski /w/ 1 encl.

8-10-78

** Verne Russell

I have just been advised by our Structural Design Section the estimated cost for the structure is now $52,210, including allowances for contingencies and engineering. This figure is below the recon estimate of $56,000. Road work Estimates are not yet complete.

G. Wemer / D. Christensen / Roger
T. Thompson / J. A. Schlieski

FORM 31-734-3020

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

August 4, 1978

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: Preliminary Plan Approval
Hurricane Creek Bridge Sec.
County Rd. 590, SOS-R Project
Wallowa County

TO: Gerald Wimer
Manager, Local Government Section

S A L E M

Enclosed are preliminary plans dated July 24, 1978, and advance bridge drawings (No. 33812 and 33813) which have been signed by the Wallowa County Court. Also enclosed is a copy of a letter from Verne H. Russell stating the plans appear to be satisfactory.

Please advise if further information is needed to advance the project towards bid opening on September 21, 1978.

RCL/vmt
cc: Verne Russell
Walt Hart
D. O. Christensen
J. A. Schlieski

To Bridge 8/8/78

CT MANAGER
CPT
TAL
1978
M
Grange
BRG TW FA
LG CP

GENE W. WILSON
JUDGE

WALLOWA COUNTY COURT

COMMISSIONERS:
MARION W. McCRAE
GARY McKEEVER

Office of the Judge
State of Oregon
Phone: 503-426-3586
Enterprise, Oregon 97828

July 31, 1978

☐ RE ☐ RCE ☐ RME ☐ ROE

RFA AUG 3 1978 ☐

RECEIVED
REGION 5 OFFICE

Roger Lang
Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Roger:

I have reviewed the advance plans of the Hurricane Creek Bridge (No. 16258) and have no comment other than the plans appear to be satisfactory.

Sincerely,

Verne H. Russell
FAS Coordinator

VHR:sa

OF OREGON

HWAY DIVISION

PROPOSED PROJECT

PRELIMINARY COPY
JUL 24 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

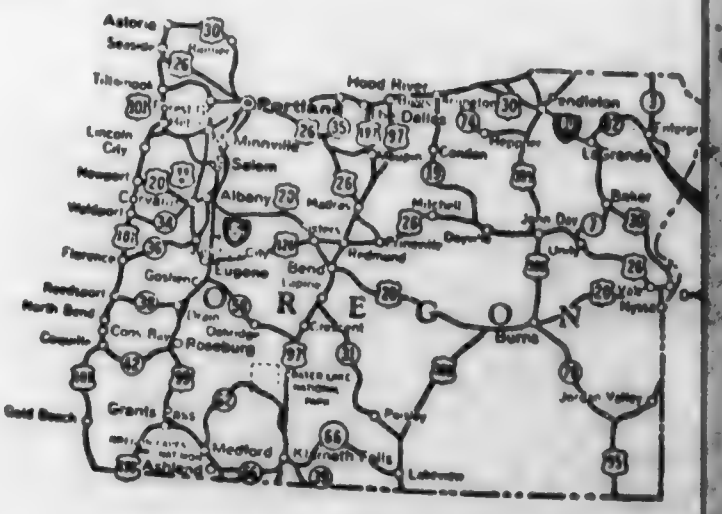
HURRICANE CREEK BRIDGE SEC. COUNTY ROAD WALLOWA COUNTY				Sht. No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			Sht. Index

OS

REEK BRIDGE SEC.

UNTY ROAD
LLOWA COUNTY

APPROVED August 1978
COUNTY COURT OF Wallowa COUNTY
BY Marion W. McCue
JUDGE
Gene McFetridge
COUNTY SUPERINTENDENT
John E. Butler
COUNTY COMMISSIONER



Sketch Map

Scale 0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 4670 OREGON OCT. 20, 1950 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4963 OREGON MAY 18, 1960 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B Kiaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:

DISTRICT ENGINEER — DATE

8823

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 28, 1978

Mr. Verne Russell
Director of Public Works
Wallowa County Courthouse
Enterprise, Oregon 97828

Dear Verne:

Re: Hurricane Cr. Bridge Sec., County Rd. 590, SOS-R Project

Enclosed are two copies of preliminary plans dated July 24, 1978 for your review and comment.

Under separate cover you should have received drawings 33812 and 33813, advance detail drawings for the structure from Mr. T. G. Thompson, Supervising Design Engineer, asking for comment by August 4, 1978.

I suggest you staple these two sets of plans together, make any revision or comments necessary and present the complete set of plans to the Court for approval.

After the plans have been signed, return one set to me for further processing.

Your early attention to this matter will keep us on schedule for bid opening on September 21, 1978.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

PROJECT MANAGEMENT
OM ☐
LGE FAE ☐ OPE ☐
JUL 31 1978
File: PM FA
TAA LG OP

RCL/vmt
Enc
cc: Walt Hart
Gerald Wimer
D. O. Christensen
J. A. Schlieski

Form 81-734-3122

8823 7/12/78

Roger,

No preference on the abutment support. Piling would be ideal but not all contractors have pile driving equipment.

County Court was non-committal—

Verne

RE ☐ RCE ☐ RME ☐ ROE ☐

RPA ☑ JUL 13 1978

RECEIVED
REGION 5 OFFICE

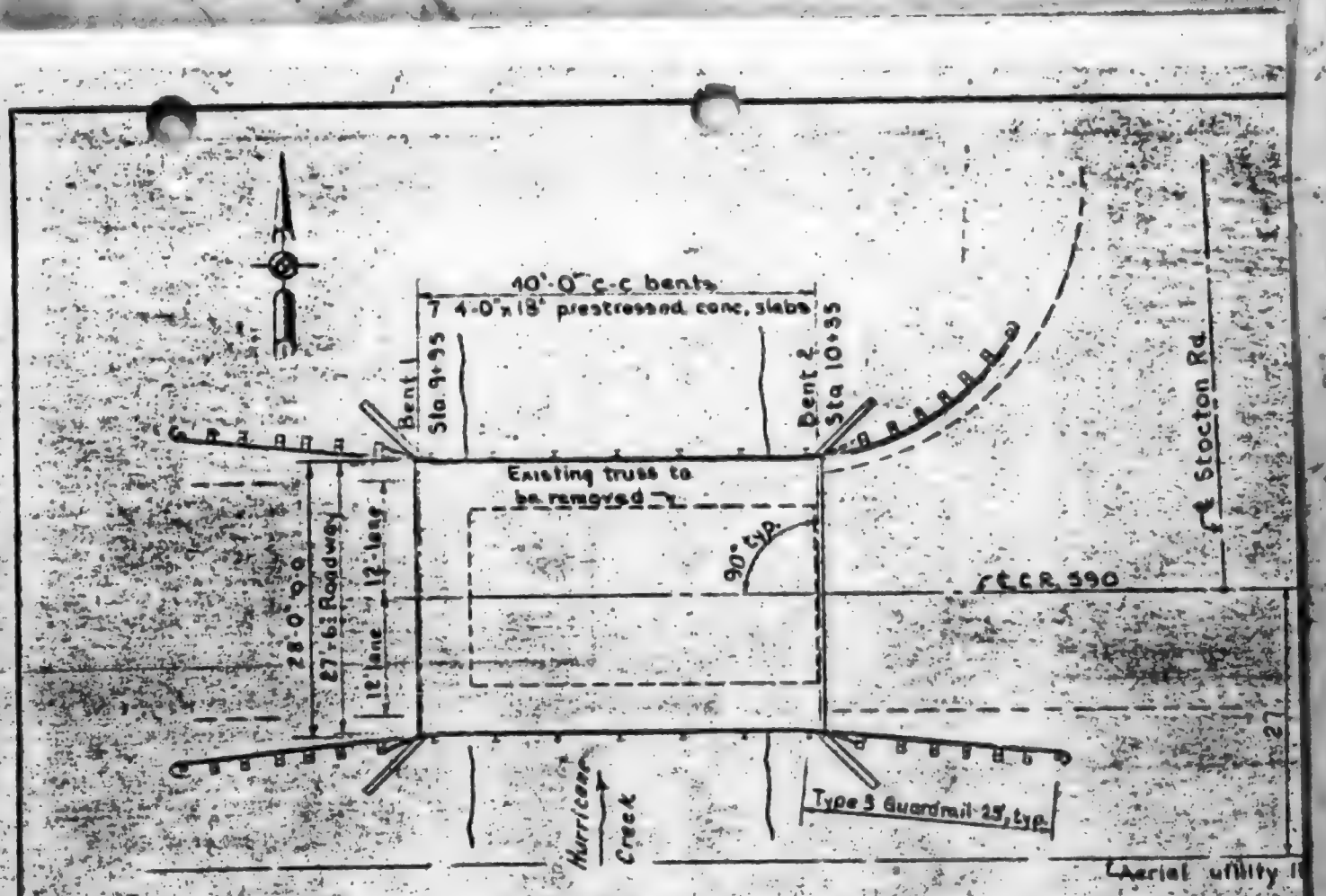
7-17-78

Telephone conversation with Verne this A.M. indicates he prefers pile supports for end bents, Please develope plans on this basis.

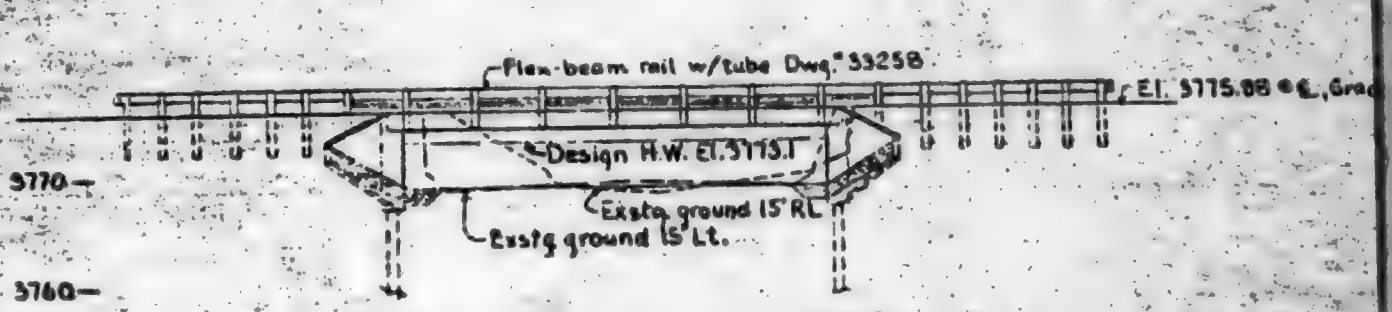
Roger

cy W J Hart
Gerald Wimer ✓
J. A. Schliesski

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LCE ☑ FAE ☐ OPE ☐
JUL 18 1978
File: PM FA
TAA Reynolds LG OP



PLAN
Scale 1"=10'



APPROVED BY

COUNTY OF Wallowa

Marion W. McCrae
JUDGE OR CHAIRMAN

Larry McElwain
COMMISSIONER

Juan E. Butler
COMMISSIONER

DATE 7/12/78

8823

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W.E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 6, 1978

PROJECT MANAGEMENT
FILE
LGE
CCE
FAE
OPI
GPE
JUL 7 1978
TAA
File:
PM
FA
LG
OP

Mr. Verne Russell
Director Public Works
Wallowa County Courthouse
Enterprise, Or 97828

Re: Hurricane Creek Bridge Sec.
County Road No. 590
SOS-R Project

Dear Verne:

Enclosed are two copies of drawings 33493 and 33254 which are the preliminary plan, elevation and vicinity map for the Hurricane Creek Bridge. The estimated cost is $43,000 which allows for contingencies and engineering.

The structure length has been increased to 40 feet which was recommended by Joe Schlieski, Resident Engineer. The easterly abutment has been held in its present location with the westerly end being moved 5 feet in order to avoid conflict with the intersection of Stockton Road.

The bridge abutments could be designed with piling support or by the spread footing method which are estimated to cost about the same. The pile supports have been shown as there would be less stream involvement than the spread footing design.

Please examine the plans carefully, recommend the type of abutment support desired and present them to the Court for signature.

Our present schedule calls for bids on Sept. 21, 1978. Your early action will allow time for final plans to be developed.

Sincerely,

R.C. Lang
Region Federal Aid Specialist

Enc.
cc: W.J. Hart
Gerald Wimer
D.O. Christensen
J.A. Schlieski

Form 81-734-3122

8823

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Regional Engineer

Attention Mr. Roger C. Lang
Region Federal-Aid Engineer

DATE: June 27, 1978

Subject:
Hurricane Creek Bridge
County Road 590
Wallowa County
Bridge 16258
SOS

From: L. L. Wallace ORIGINAL SIGNED L. L. WALLACE
Assistant Structural
Design Engineer

Enclosed are four reduced prints of Drawings 33493 and 33254, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $43,000.

These are being sent to you to obtain Wallowa County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon as soon as possible.

It is planned to call for bids on this section on September 21, 1978.

The location survey recommended increasing the span of this bridge from the present 35 feet to 40 feet. We have done this by moving the westerly abutment five feet further west than the present abutment. This prevents encroachment or the intersection with Stockton Road.

The abutments could be supported on either piles or spread footings. The cost of the two alternates is about the same. We have shown pile supports because this would cause less work in the stream and less de-watering problems. We need the County's concurrence on the bent location and footing type before we proceed with final design.

ATB:smd

Encl.

cc H. A. Schell /w/ 1 encl.
D. O. Christensen /w/ 1 encl.
County-City Unit
Maxine Banks (Env. Section) /w/ 1 encl.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 27 1978
TAA ____ File: PM FA
LG OP

81-123-1307

8823

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 13, 1978

David W. Bryson

FROM: David W. Bryson
Hydraulic Specialist

SUBJECT: Hurricane Creek Bridge
County Road #590
Wallowa County

TO: F I L E

The proposed project will replace an existing 36-foot steel pony truss on the same alignment.

Hydrology

Hurricane Creek is a south-north tributary of the Wallowa River and drains an area of approximately 32.9 square miles above the bridge site. The U.S. Geological Survey has maintained a recording gage (No. 13-329500) approximately 6 miles upstream from the bridge site. Estimated peak flows at the bridge site based on this gage data are listed below. These values have been adjusted to reflect the difference in drainage area between the gage and bridge site.

The frequency curve was obtained using the Log-Pearson Type III analysis of the gage data since this distribution best fits the gage data. Fifty-three years of record were available (1924-1976). Since the frequency curve was derived using data which represents a small portion of the total history of the creek, the results obtained are reliable within a range of values known as the confidence limits. The 5 percent confidence limit means that there is a 5 percent chance that the actual peak flow may exceed the value listed in the following table under the 5 percent confidence limit.

Assuming a 50-year structure life, there is an 87 percent chance (risk) that the 25-year design flood will be exceeded one or more times and a 39 percent chance that the 100-year flood will be exceeded one or more times during the life of the structure.

Recurrence Frequency	Estimated Peak Flow	5% Confidence Limit
100-year	1345 cfs	1605 cfs
50-year	1235 cfs	1455 cfs
25-year	1120 cfs	1305 cfs
10-year	955 cfs	1085 cfs
5-year	820 cfs	920 cfs

The largest flood of record occurred June 9, 1948 when a discharge of 1110 cfs (25-year recurrence frequency) was measured at the gage.

Hydraulic Design

The 25-year flood of 1120 cfs was chosen as the design flood. Estimated highwater for the 25-year flood is elevation 3773.1 (MSL).

The existing structure creates approximately 0.5 feet of backwater during a 25-year flood and approximately 0.8 feet of backwater during a 100-year flood. Highwater has been up to the bottom of the existing beams (elev. 3774.0) but this was due to drift partially constricting the waterway. The drift problem has been attributed to the creek eroding its banks and washing away the bank vegetation (trees, bushes, etc.). Success in controlling the drift problem has been achieved by placing riprap in those areas subject to bank erosion, but the potential for drift still exists. There has also been a scour problem at the existing bridge.

A 40-foot single span with vertical abutments was investigated and the following results were obtained. Backwater from the 25-year design flood is approximately 0.4 feet and approximately 0.7 feet from the 100-year flood. As much clearance as possible should be provided between the design highwater elevation and the bottom of the structure for drift passage.

Riprap

An 18-inch layer of Class 100 riprap should be placed in those areas disturbed by bent construction. The riprap should be placed in a toe trench. No fitter blanket will be required.

DWB:mc

cc Frank E. Terpin
W. J. Hart
Jack Davis
Don Harwell
D. O. Christensen
W. E. Schwartz

8823

6-8-78

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1948)
Discharge - cfs / m^3/s	1120	1345	1110
Frequency - yrs.	25	100	25
H.W. Elevation Natural Channel ft. / m.	3773.1	3773.4	3773.1
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	7.5-8.0	8.5-9.0	7.5-8.0

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Hurricane Creek Bridge
County Road No. 590
Wallowa County

COMPILED BY:	DATE:
Dave Bryson	June 8, 1978

8823

OREGON STATE HIGHWAY DIVISION

Form 8J-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wallowa County Court
Courthouse
Enterprise, Oregon 97828
Attention of Mr. Vern Russell

Request No. (assigned by staff engineer or head of section) CC 1834

Date June 5, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: PE Advance Deposit $954.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$250.00	
		To be transferred to State Hwy. funds for the PE for the Hurricane Creek Bridge		$704.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 954.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 232-1993

Submitted by: Harold Reynoldson

Approved: Regional Engineer

Approved: G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

8823

Form E-39, (Rev. 6-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hurricane Creek Bridge (30S) Date May 2, 1978, 19

Highway County Road 590 Authorization No. 1

County Wallowa Survey Prefix 232-1495 (Assigned by Salem office)

Description of termini, route, length, etc.: Approx 1 mile southwest of Enterprise on C.R. 590 at Hurricane Creek.

Purpose of survey: Prepare Bridge Plans for Structure.

CC 1834

Estimate of cost:			
	Structural Design	906	3,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$3,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Mgr. Assistant State Highway Engineer

SP*22604-734

8823

**** LOCATION NARRATIVE REPORT ****

4-78

Subject: Hurricane Creek Bridge (Enterprise)
County Road No. 590
Wallowa County

Work to be done: Bridge Replacement

The proposed project is the reconstruction of an existing bridge approximately 1 mile southwest of Enterprise over Hurricane Creek on County Rd. No. 590. This county road is an east - west road linking agricultural property with Hurricane Creek Rd., which is the county's main north - south road in this area.

Existing Structure: The existing structure is a 36' steel pony truss, 18' in width, with a steel corrugated deck overlaid with a bituminous mix, supported by concrete abutments on spread footings. The present footings are exposed and material has been scoured from beneath the westfooting.

Proposed Structure: The County's request is for a 28' roadway, 40' minimum concrete slab span. This would make this structure similiar to the structure upstream. We are proposing a bottom of beam elevation of 3774.0 which is the same as the existing structure. It would be advantageous to raise this structure because of heavy drifting, but this is not practical due to right-of-way and the closeness of the Stockton Road intersection.

Alignment: The new structure will be built on the same horizontal and vertical alignment as the existing structure.

Structure Skew: Skewing the structure will not be necessary. The existing abutments are normal to the raodway and appear to be in good alignment with the present channel.

Channel Work: The channel work will consist of only that work required to construct the new structure.

Structure Waterway: Hurricane Creek takes in a large drainage area as noted from the Department of The Interior Geological Survey Enterprise Quadrangle. About every other year the runoff comes off so fast that the area is subject to flooding with erosion and drift problems. The proposed structure length of 40' should be used as a minimum length. Discussions with local residents indicate that a larger effective opening would be beneficial. Also this area is subject to very heavy thunder storms. The highwater at the structure upstream has been up to the bottom of the structure but has not gone over the roadway. The highwater at the structure downstream also has been up to the bottom of the structure but this has been attributed to erosion filling in the channel at this point. The highwater at the existing structure has gone over the road but this was caused by debri restricting the waterway.

Foundation: The existing structure is founded on spread footings which probably, when constructed, had very little cover. The footings are presently exposed and at least one has been undermined by scour. We are proposing the use of steel pile bents with a concrete webwall with a bottom of wall elevation of 3767+/-. We've estimated 30' piling. Piling is prefered based on past history of scour and the reduction of work in the stream channel.

Scour: There is a problem of scour on the existing structure. Our proposal of pile bents and webwalls poured below the stream bed should alleviate this problem.

Erosion: Due to many changes of direction of Hurricane Creek through the valley, erosion is a big problem. The County has completed extensive rechanneling and riprapping work through out the length of Hurricane Creek. Proper construction of the proposed wingwalls and a minor amount of riprap should control the erosion problem at this structure.

Drift: Hurricane Creek has a history of drift problems with debri. Thunder storms and high runoffs result in debri problems at all low structures. The proposed structure may be too low to eliminate the drift problem, however we don't feel that it is feasible to raise this structure significantly due to existing road elevation, Stockton Road intersection, and the need for additional R/W in order to place additional embankment, etc. The best we could hope for on this structure is a clean smooth opening that would pass most debri.

IceFloes: No problem with icefloes has been noted in the past.

Riprap: We anticipate a small amount of riprap will be required on the upstream side of the new structure. We'd prefer to restrict all work to the present R/W. It may be necessary to modify the wingwall design in order to protect the bridge ends and reduce the amount of potential riprap - and keep the project with the existing R/W. No source has been designated for this project.

Irrigation Facilities: Downstream there is an irrigation intake structure, (diversion box). This structure will be clear of all proposed construction.

Detour: There will be no detour provided for the public. This County road goes to the Alder Slope area & there are two alternate routes to this area. Therefore this road can be closed with barricades & road closed signs provided for on the contract.

Utilities: Pacific Power & Light Company maintains an aerial line 27' from centerline along the south side of the road. Also there is an aerial crossing at station 11+00. Their poles are serving as multi-use poles carrying General Telephone Co. and Crestview Cable T.V. None of these facilities will be disturbed by the proposed construction. The aerial crossing should not pose a problem during pile driving and setting of prestressed slabs.

Structure Utility Holes: The General Telephone Company and Crestview Cable T.V. have requested utility holes through the wingwalls on the south side. These holes should be approximately 2.5' below finish grade and about 2' outside of the guardrail. These holes should not pose any particular design problems. Their final location can be verified with the utility companies during construction. I would propose 6" diameter holes for joint use by these utilities.

Bridge Removal: The existing bridge is of no salvage value to the county. It shall be removed and disposed of by the contractor.

Minorities: No minorities have been identified within the limits of this location survey.

Material Source: No material sources have been designated for materials. There is a commercial concrete plant 3 miles south that furnishes structural concrete and crushed rock, ($1\frac{1}{2}$"-0 & 3/4"-0), also natural river sand and gravel is available. Asphaltic concrete pavement would have to come from La Grande at this time.

Game Commission: The Oregon Department of Fish and Wild Life (Ken Witty Fish Biologist) recommends that all stream work be restricted to the period between July 1st and August 15th. They also recommend that excavation work falling in the free-flowing stream shall be isolated from the stream by dikes, berms, cofferdams, etc. Dewater from excavations shall not be allowed to enter directly into the stream but shall be pumped into a settling basin, and no fresh concrete shall be poured directly into the stream.

Guardrail: Guardrail will be required on all four corners of the proposed structure. We'd recommend the minimum length of 25 linear feet be installed on each corner. The rail on the northeast corner will need to be prebent on a 20' radii. The rail is to be furnished and installed by the contractor.

Proposed Typical Section: It is proposed that the roadbed be built only to the lengths and widths needed to accomodate the guardrail and a short taper back into the existing roadway. There will be a short section of complete roadbed construction on either end of the structure where the structural excavation is back filled. For the guardrail flares we propose only to excavate the existing shoulders approximately 18" and place baserock and pavement.

Surfacing & Base: The proposed surfacing is 12" pitrun base; 6" crushed base; and $1\frac{1}{2}$" asphaltic concrete pavement. We'd recommend that, due to the small quantities involved, material specifications be relaxed. Use a commercially available crushed aggregate base suitable for the purpose intended, as determined by the engineer. Compaction to be by visual deflection method. Asphaltic concrete to be of commercial quality with minimum percent of asphalt to be as specified. The nearest commercial paving plant is in La Grande, (a haul of 66 miles). The owner of this plant is planning on moving a small batch plant into the Enterprise area and should be moved in by summer of 1979. Our estimated paving costs are based on quotes from the supplier in La Grande.

Drainage Area:	For drainage area refer to quadrangles Enterprise, Oregon and Joseph, Oregon.
Proposed Letting Date:	I believe the County has been thinking of a spring of 1979 letting which would be consistent with Game Commission recommendations. A 1978 fall letting as currently scheduled would not pose any particular problem - stream can be seperated from work area by berms, etc.
Construction Time Limit:	This project should be relatively simple. The only problem I can see is the placement of A.C. wearing course late in the fall. This work might have to be done in the spring. I believe I'd still set the project up on a short time limit to encourage the contractor to get in and get the project substantially completed this fall. A suspension of work order could be used to winter the project until suitable paving weather is available.
Cost Estimate:	Our cost estimate is based on the Region 5 cost analysis and current local contracts. A. C. costs were estimated from information received from the local asphalt supplier in La Grande.
Work to be done by County:	The County plans to do no work on this project. After the contract is completed they will probably continue the widening of shoulders, etc. beyond the limits of this project.

POSSIBLE SOURCES OF ADDITIONAL INFORMATION * * * * * * * -

Vern Russell	Wallowa County Court House Enterprise, Oregon 97828	Phone: 426-3048
Ken Witty	Fish Biologist Enterprise Fish Hatchery 97827	Phone: 426-3279
Darrell Murphy (Installation & Repair)	General Telephone Co. 1009 Adams Ave. La Grande, Oregon 97850	Phone: 963-6622
Norris Mulkey	Pacific Power & Light Co. 111 W. North St. Enterprise, Oregon 97828	Phone: 426-3158
David R. Davis: (Installer Tech)	Crestview Cable T.V. 407 S.W. 2nd Enterprise, Oregon 97828	Phone: 426-3636

REPORT PREPARED BY JERRY JUNIPER FOR:

Joseph A. Schlieski

Joseph A. Schlieski
Resident Engineer

LOCATION COST ESTIMATE AND QUANTITY S

SECTION Hurricane Creek Bridge UNIT OR PART _____ COUNT
HIGHWAY County Road No. 590 PREFIX 232-1993

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTA QUAN
1		Mobilization	Lump sum	al
2		Temporary Prot. & Direct. of traffi	Lump sum	al
3		Bridge Removal	Lump sum	al
4		Structural Excavation	Cu. Yd.	12
5		Furnish Steel Piling	Lin. Ft.	36
6		Drive Steel Piling	Ea.	1
7		Splice Steel Piling	Ea.	
8		Class 3,300 Concrete	Lump sum	al
9		Reinforcement	Lump sum	al
10		40'/45' Prestressed Slabs	Ea	7
11		Metal Bridge Rail w/Channel	Lin. Ft.	75
			Cu. Yd.	60
12		Embankment	Cu. Yd.	8
13		Pit Run Base Rock	Cu. Yd.	4
14		Crushed Base Rock	Ton	2
15		Asphalt Concrete Mixture	Lin. Ft.	1
16		Type 3 Guard Rail	Ea.	
17		Type "C" End Pieces		
		Cont. @ 4½ %		
		Engr. @ 10 %		

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Sheet 1 of 1

rricane Creek Bridge — UNIT OR PART

County Road No. 590 — PREFIX 232-1993 — COUNTY Wallowa

PEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
	Mobilization	Lump sum	all	4,000.00	4,000.00
	Temporary Prot. & Direct. of traffic	Lump sum	all	500.00	500.00
	Bridge Removal	Lump sum	all	2,000.00	2,000.00
	Structural Excavation	Cu. Yd.	120	15.00	1,800.00
	Furnish Steel Piling	Lin. Ft.	360	10.00	3,600.00
	Drive Steel Piling	Ea.	12	400.00	4,800.00
	Splice Steel Piling	Ea.	4	75.00	300.00
	Class 3,300 Concrete	Lump sum	all	7,350.00	7,350.00
	Reinforcement	Lump sum	all	2,940.00	2,940.00
	40'/45' Prestressed Slabs	Ea	7	2,500.00	17,500.00
	Metal Bridge Rail w/Channel	Lin. Ft.	75	35.00	2,625.00
	Embankment	Cu. Yd.	60	4.00	240.00
	Pit Run Base Rock	Cu. Yd.	85	6.00	510.00
	Crushed Base Rock	Cu. Yd.	40	7.00	280.00
	Asphalt Concrete Mixture	Ton	26	47.00	1,222.00
	Type 3 Guard Rail	Lin. Ft.	100	25.00	2,500.00
	Type "C" End Pieces	Ea.	4	120.00	480.00
					53,447.00
					2,405.00
	Cont. @ 4½ %				5,345.00
	Engr. @ 10 %				61,197.00

Hurricane Creek Bridge (Enterprise)
County Road No. 590

Cost estimate is based on Region 5 Construction Summary & recent contracts in the vicinity.

1. Mobilization: 9% of the total of all items.
2. Temporary Prot. & Direct. of Traffic: County to close road, estimate based on Barricades and road closed signs.
3. Bridge Removal: Estimated on removal of existing steel bridge and footings. Steel bridge to go to contractor.
4. Structural Excavation: Estimated web walls @ approx. 3767 elev. and 8' wing walls for 120 Cu. Yd. excavation.
5. Furnish Steel Piling: Estimated on 12-30' x 10BP 42 @ $10.00 per piling.
6. Drive Steel Piling: Estmated on 12 piling @ $400.00 per pile.
7. Splice Steel Piling: Estimated that only 4 will be required @ $75.00 ea.
8. Class 3300 Concrete: Est. based on bottom of web wall @ 3767 Elev. 42 Cu. Yd. of concrete @ $175.00 per Cu. Yd.
9. Reinforcement: Based on 40% of Est. cost of concrete.
10. 40'/45' Prestressed slabs: 28' roadway for 7-18" x 4' slabs.
11. Metal Bridge Rail w/Channel: Based on 40' span for 75' of bridge rail.
12. Embankment: Based on 60 cu. yds. of embankment for bridge ends and gurad rail flares.
13. Pit Run Base: Est. 85 cu. yds. required for bridge ends and guard rail flares at 12" depth.
14. Crushed Base Rock: Est. 40 cu. yds. required for bridge ends and gurad rail flars at 6" depth.
15. Asphalt Concrete Mixture: Est. 26 tons required for bridge, bridge ends and guard rail flares. Price includes asphalt in mix.
16. Type 3 Guard Rail: Est. based on 25' runs at each corner of bridge.
17. Type "C" End Pieces: Est. based on 4 required.

8823

Wallowa

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
April 25, 1978

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☐ FILE:

APR 25 1978

RECEIVED
REGION 5 OFFICE

FROM: Joe Schlieski

SUBJECT: Hurricane Creek Bridge (Enterprise)
County Road # 590
Wallowa County
SOS-3200(1)
232-1993
"Location Data"

TO: R. D. Hector
Region Construction Engineer
La Grande

Enclosed find the following location data on the subject project:

BRIDGE-1X - copies - Vicinity map - mylar for Location Section in Salem and one print for Region.
Copies have been distributed to the following:
Region Utilities Engineer (no action required)
Wallowa County FAS Coordinator
Foundation Engineer -Jack Davis & Geologist Vernal Moore/La Grande
Harold Brainerd - R/W supervisor

2 copies - Location Narrative Report
Copies have been distributed to the following:
Region Utilities Engineer
Wallowa County FAS Coordinator
Foundation Engineer - Jack Davis
Harold Brainerd - R/W supervisor/original R/W Cert. from County

1 - roll - Stream profile and plotted x-sections

1 - roll - "P" line x-sections

1 - copy - Checklist of Hydrologic and Hydraulic Data

1 - copy - Letter from Wallowa County stating they will not use chemicals for snow removal.

2 - copies - Locating Engineer's Statement

2 - copies - Title VI Report

2 - copies - Cost Estimate & Quantity Summary explanation & calcs.

2 - copies - Federal Aid Project R/W & Utilities Certification by Wallowa Co.

1 - book - Fieldnotes

1 - pad - Project photos.

cc: file

To CHRISTENSEN 5-1-78

8823

cc D.E. Swan
Roger Trygsted
C.T. Keasey

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

4-19-78

Attention: County-City Unit

Subject: Federal Aid Project No. 2032
Project Name Hurricane Creek Bridge (Enterprise)
County Road No. 590

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Enterprise, Oregon, this 19th day of April, 1978

Certified By: [signature]
Regional Right of Way Supervisor

County of Wallowa

Date: 4-25-78

Marion W. McCrae
County Judge/Chairman

Gary McFetridge
Commissioner

Jean E. Butler
Commissioner

Instructions: Complete A or B and C.

8803

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S -3200(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80212

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
3-24-78	3-24-78	Non Federal aid / County Road

GENERAL LOCATION:
"Hurricane Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRILIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION : Including Utility preparatory work and archeology salvage TEC NTE $6,700, Federal funds $5,746
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-9-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $66,500, Federal funds $57,034 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-24-78	G K Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8823

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 20, 1978

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

The Honorable Marion W. McCrea
Wallowa County Judge
County Courthouse
Enterprise, Oregon 97828

PROJECT MANAGEMENT
PME ☐ CCE ☐ C ☐
LGE ☑ FAE ☐ CH ☐
MAR 21 1978
M
File: PM FA 49R
TAA _____ LG OP

Dear Judge McCrea:

RE: SOS-R Project
Hurricane Creek Bridge Section
County Road 590

Under the terms of the Construction-Finance Agreement, No. 6468, items 2 and 3, "Things to be Done by County", the County shall deposit, prior to proceeding with each phase of the project, a sum of money equal to 14 percent of the estimated cost.

Estimated Cost of P.E.	$6,700
Federal Funds	$5,746
County Share	954

(Actual design of bridge is being performed in conformance with O.R.S. 369.210 at no cost to the County.)

Please make your check payable to Oregon State Highway Division and forward it to me for further processing.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
cc: Dave Moehring
Gerald Wimer
Walt Hart
J. A. Schlieski

bc: Why doesn't this project show on our schedule of contract lettings?

8823

March 10, 1978

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attention: Marjorie Martin
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6468

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Hurricane Creek Bridge Section of County Road No. 590 in Wallowa County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachment

bc Don Harwell (Agreement attached)

8823

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80212
Project No. SOS-3200(1)
Hurricane Creek Bridge Section
Wallowa County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $6,700.00 with an obligation of $5,746 in federal funds.

(2) Authorization for construction at an estimated total cost of $66,500 with an obligation of $57,034 in federal funds.

DRH:ljt
Att.

cc: W. E. Schwartz, Region 5
Harold Reynoldson

AD 396

32 C 42

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL

March 9, 1978

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	65	100	98	10	Oregon	41	680	80212

GCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					SOS-	320	(1)		

COUNTY NAME	CODE	PROGRAM STAGE
Wallowa	063	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	Co. Rd.	---

ES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Util. adj. incl. prep. work as required.
06	6,700	5,746		954 (Co.)	
					ROW - 60'; Access Control-none; Parking Restriction-none.
06	66,500	57,034		9,466 (Co.)	
06	73,200	62,780		10,420 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

HURRICANE CREEK BRIDGE SECTION

PROJECT NO. SOS-3200(1)

Existing Facility:

Roadway (Co. Rd. 590)---18' gravelled surface 2-way road.

Structure (Hurricane Cr.)---Steel Pony Truss, HC 18', length 36', Bridge No. 32C42.

Adjacent Facilities: Same as roadway above.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including utility preparation work and archeological salvage.

(2) Remove existing structure and construct 40' long reinforced concrete bridge with a 28' roadway, utility adjustments as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:

(1) State Clearinghouse---Exempt from A-95 review under working agreement.

(2) District 13 Clearinghouse---It is our contention that this is a quasi-clearinghouse, for if it were fully operational or representative of its respective district, or both, that it would have a signed working agreement in effect.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on Feb. 15, 1978.

FHPM 7-7-5 F
federal stat

NOTE: This

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, federal statutes and regulations.

NOTE: This project is in Congressional District No. 2.

road.

, length 36',

following:

lity preparation

reinforced concrete
as required and inci-

Historical and Recrea-

nder working agreement.

n that this is a quasi-
or representative of its
e a signed working

urred in by FHWA on Feb. 15,

8823

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850
La Grande, OR 97850
Phone 963-3177

March 8, 1978

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ CM ☐
LGE ☐ FAE ☐ CIE ☐
MAR 9 1978
File: PM FA
TAA _____ LG OP

The Honorable Marion McCrea
Wallowa County Judge
County Courthouse
Enterprise, Oregon 97828

Dear Judge McCrea:

RE: Final Project Assessment
Hurricane Creek (Road 590) Bridge

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3, Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

R. C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure

cc: Gerald Wimer
J. A. Schlieski

8823

STATE OF OREGON

INTEROFFICE MEMO

February 27, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring by D. H. Moehring
D. H. Moehring, Manager
Office of Project Management

NOTED
E. S. HUNTER

SUBJECT: PROJECT ASSESSMENT
Hurricane Creek (Road 590) Bridge
County Road 590
Wallowa County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG: dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 7 '78
REFER TO
FON
Info | Immed | R/D | D/R | Sign | Act | File

81-125-1307

Form FHWA 121 (Rev. 9-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: February 15, 1978

In reply refer to: HBL4OR

SUBJECT: Oregon Project SOS-3200(-)
Hurricane Cr. (Road 590) Br.
Project Assessment
Wallowa County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary Potter, Mgr., Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with Mr. Moehring's January 30, 1978, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
D. H. Moehring (Project Mgt.)
Region 5, Env.

PROJECT MANAGEMENT

PDE ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐

FEB 21 1978

File: PM FA
TM _____ LG OP

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT
NON-MAJOR
SOS-3200(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 5, 1973

Section Hurricane Creek (Road 590) Bridge Unit (if appl) _____

County Wallowa City _____

Highway County Road 590 State Hwy. No. _____

Termini: M.P.(if appl) _____ Length 0.06 miles

Region 5 Construction Estimate $65,300
Program Amount

B. Purpose of Project:
Replace existing sub-standard bridge with reinforced concrete slab span.

C. Origin & History of Project:

Existing steel pony truss was built in 1925. Structure has history of excessive stream bed scour and abutment erosion. Abutments are badly deteriorated. Structure is too narrow to allow passage of large farm equipment units.

D. General Description of Project:

Project will require replacement of existing structure with a 40-foot reinforced concrete slab span. Bridge approaches will have to be constructed and approach guardrails installed.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 1 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 62 ; Projected ADT 100 ; Yr. 1990

Existing Level of Service 75%

Proposed Facility: Projected ADT 100 ; Yr. 1990

Projected Level of Service 100%

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow materials will come from County-owned source one mile northwest of Enterprise. No waste disposal is anticipated.

Type of Structure(s):

Will be one (1) reinforced concrete slab span on full length concrete abutments. Dimensions of structure will be 40-feet long and 28-feet wide.

Brief Description of River or Stream and Type of Involvement, if any:

Hurricane Creek originates in the Eagle Cap Wilderness area. It supports resident trout and, during spawning season, anadromous fish. Stream water is also used for irrigation purposes. Although the bridge has not been designed, no significant in-channel work is anticipated.

Local City, County or COG priorities of project:

County has designated the replacement of this structure as the Number 1 priority for Off-System funds.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Location of the new structure will be the same as the existing structure. Design preferred is a reinforced concrete slab span on full depth continuous concrete abutments.

Other Descriptive Information or Comments:

The road upon which this structure will be placed serves a moderate sized agricultural area and a large rural-residential community.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Hurricane Creek traverses the upper Wallowa Valley from the Wallowa Mountains in a northwesterly direction to its confluence with the Wallowa River. The area adjacent to the project is flat land with a general slope to the northwest. The velocity of Hurricane Creek at this point is approximately four feet per second at normal capacity. Some brush and Willow trees line the banks of this river.

2. Cultural:

Hurricane Creek traverses diversified agricultural lands for its entire length after leaving the Wallowa Mountains. The waters of this river are used for irrigation and fish propagation. Anadromous fish are prevalent in this river during the spawning seasons. Large deposits of gravel in this river are used for commercial purposes and lends a great deal to the economy of the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None.

2. Estimated Impact on Traffic Patterns:

This structure will provide for 100 percent of the service level for the area. This should increase the usage of the road about 25 percent by allowing the passage of large farm implements and heavier loads.

Consequences--Air Quality, Noise, Safety, etc.:

None.

3. Estimated Impact on Land Use:

None.

Consequences:

None.

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

None.

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

None.

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Good.

b. Noise Standards

Replacement on existing alignment will not change traffic noise parameters. On FHPM 7-7-3 noise report will not be required.

c. Water Quality Standards

This project should enhance water quality standards by eliminating erosion around existing bridge abutments.

d. Area Land Use and Transportation Plans, and Zoning

Wallowa County Land Use Plan addresses the replacement of sub-standard bridge structures. Upgrading the Hurricane Creek Bridge is compatible with the present and proposed County Comprehensive Plan.

C. Recommended Type of Action and Documentation:

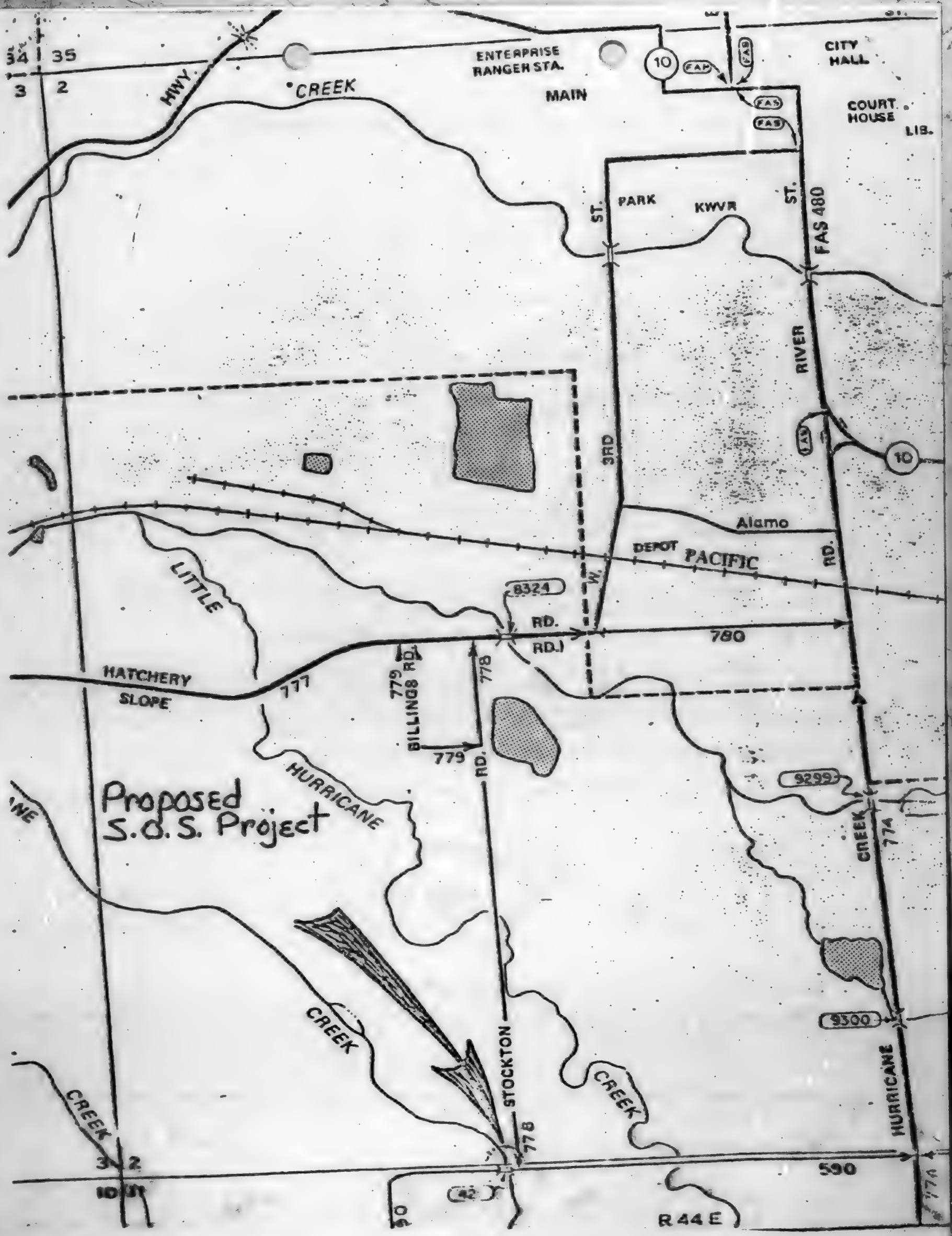
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The proposed project does not require additional right of way, is not controversial, and is limited in scope.

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4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HATCHERY
SLOPE
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BILLINGS RD.
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778
HURRICANE
Proposed
S.d.S. Project
9299
CREEK
774
9300
STOCKTON
590
R44E

1803

DATE January 12, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Proposed Safer Off-System Roads Projects

On the consent calendar for the January 24 meeting will be two requests for approval of SOS-R projects.

Columbia County is requesting a $130,000 project to construct a structure over Beaver Slough on Collins Road.

A $73,000 project to replace an existing steel pony truss bridge across Hurricane Creek on County Road 590 is being requested by Wallowa County.

Federal Safer Off-System Roads funds for these projects are estimated at $174,580, with Columbia County providing approximately $18,200 in match funds and $10,220 being contributed as match by Wallowa County.

These projects have been investigated and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment.

GEZ:lml

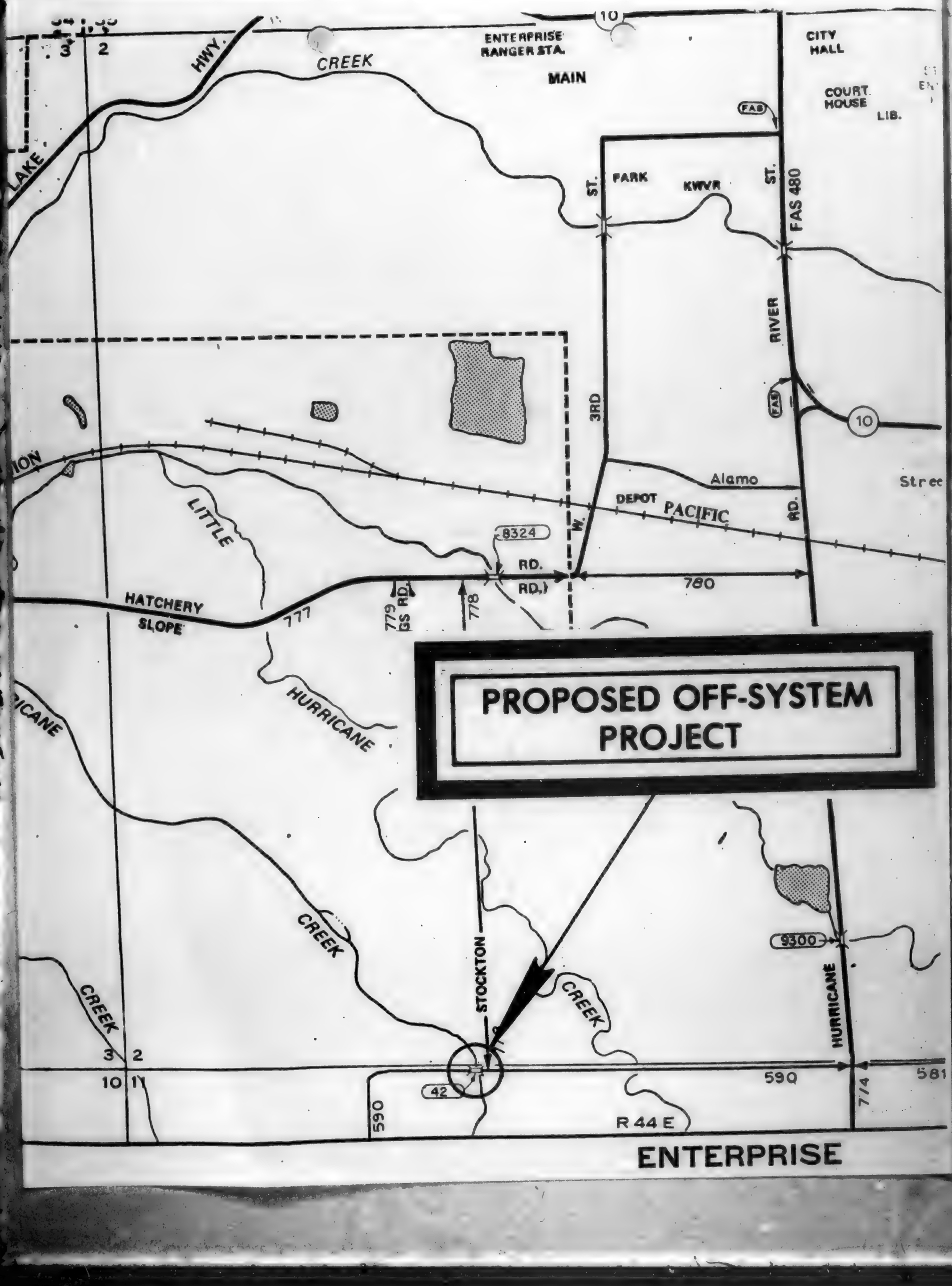
bc: R. A. Burco
F. B. Klaboe
C. W. Head
R. N. Bothman
D. H. Moehring
E. S. Hunter
J. H. Versteeg
V. E. Skoog
E. L. Hardt
W. E. Schwartz
D. N. Harwell
George Bell

WALLOWA COUNTY
Proposed SOS-R Project

Hurricane Creek (County Road #590) Bridge
Grade, Pave and Structure
$73,000

This project consists of replacing the existing steel pony truss bridge across Hurricane Creek with a concrete structure of modern design. Bridge approaches will be constructed and approach guardrail installed.

State will provide bridge design at no cost to county under the provisions of ORS 369.210. State will perform all preliminary and construction engineering.


10
ENTERPRISE RANGER STA.
CITY HALL
MAIN
COURT HOUSE
LIB.
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ENTERPRISE

8823

STATE OF OREGO[illegible]

INTERO[illegible]CE MEMO

TO: Files

DATE: December 19, 1977

FROM: G. W. Wimer
Local Government Manager

SUBJECT: 1978 Safer Off-System Program

Applications on file in the Local Government Offices are insufficient to make up a full Group Three (County) program. The matter was discussed with Bill Penhollow Wednesday, December 14, 1977.

Alternatives considered and those agreed to were:

1. Carry the funds forward to the 1979 program. It was agreed this didn't meet the Federal, State and Local objectives. Every effort should be made to put the funds to work as soon as possible. To a degree, the federal portion of the program is on a first-come, first-served basis.

2. Applications returned to the Regions should be given first priority. This involved Wallowa and Sherman County projects. Unfortunately, or fortunately, Wallowa County has already constructed their project.

3. Counties that have withdrawn or cancelled applications should be given an opportunity to resubmit a new application unless they had already had a project. This qualifies Lake and Wallowa Counties. Baker, Lane and Deschutes have already had a project and by the above definition would not be eligible for a 1978 Off-System project.

The #3 above is not specified in the State-AOC-LOC agreement, but is in keeping with the goals of that program. Those Region Federal Aid Engineers serving Sherman, Lake and Wallowa Counties should immediately submit an application if these Counties are agreeable.

GWW:lml

cc: Bill Penhollow
Jon Rose
Phil Stearns
Glen Clark
Larry Asburry
Roger Lang

81-125-1387

8823

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
December 15, 1977

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: Proposed S.O.S. Project
Hurricane Creek (Road 590)
Bridge
Wallowa County

TO: Gerald Wimer
Local Government Section Manager
Project Management

S A L E M

Attached is application submitted by the Wallowa County Court for the above described project.

The project assessment is presently being reviewed by Jim Kennedy, Region Environmentalist, and will be forwarded to Mr. Potter upon completion.

The County has requested preliminary and construction engineering to be performed by the State. A survey authority showing the anticipated field charges is enclosed. Please note the County is requesting bridge design at no cost under O.R.S. 369.210.

A quick review of the estimate of cost appears to be adequate except for roadway work. I estimate the required widening, surfacing and guard-rail protection to be closer to $10,000 because of the small quantities involved. Also, due to increased costs of foundation exploration, it is estimated preliminary engineering will be $7,000. It is suggested the project cost be shown as $73,000 for presentation to the Commission.

Please advise if additional information is needed to program the project.

1-25-78
Survey Authority
to Terpin.

RCL/dlm
Attachments

cc: Judge Gene Wilson
Verne Russell
Gary Potter w/ attachments
Harold Brainerd w/ attachments
Verne Allen w/ attachments
J. A. Schlieski w/ attachments
Harlin Gerlach w/ attachments

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
DEC 16 1977
TAA Zahner File: PM FA LG OP

Form 81-734-3039 8823 13

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hurricane Creek (Road 590) Bridge Date December 15, 1977

Highway County Road 590 Authorization No. 1

County Wallowa Survey Prefix 232-1993 (Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of Hurricane Creek on Road 590 about one mile southwest of Enterprise.

Purpose of survey:

To prepare plans, specifications and estimate of costs. Actual Bridge Design to be performed under terms of O.R.S. 369.210 at no cost to County.

505-3200(1)
3-27-78

Estimate of cost:

Field	901	1,500
Plans	905	500
Soils	910	500
Liaison	913	250
Utility	914	250
Specifications	921	500
Environmental	923	200
Found. Expl.	926	3,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 6,700

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Roger E. Lang
Region Federal Aid Specialist Field Engineer

Recommended for Approval:

Warren E. Howitz
Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr.

NA

SP*19160-734

8823

FORM 21-734-3030

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ TAE ☐ OPE ☐ FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon DEC 14 1977

December 9, 1977

File: PM FA LG OP

TAA

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Wallowa County's Efforts to Obtain Off System Funds

TO: ~~Memo to the Files~~

Listed below is a brief history of Wallowa County's efforts to obtain Off-System Funds and the frustrating events which have taken place.

April 16, 1975 - Applied for Hurricane Creek (Road 590) Bridge and Imnaha River Woods (Roan Road) Bridge under Title II, Section 230.

May 8, 1975 - L. E. George approved projects, submitted to Rulien for programming.

November 4, 1975 - Rulien submitted Hurricane Creek Bridge and November 5 Imnaha River Woods Bridge data to FHWA.

November 11, 1975 - Transportation Commission gave approval to Construction-Finance Agreements on both projects.

December 2, 1975 - FHWA denied Title II, Section 230 funds for the project, forwarded to Region on February 27, 1976.

February 27, 1976 - Letter to Judge Hall explaining FHWA denial of funds on both Hurricane Creek and Imnaha River Woods (Roan Road) Bridges. Suggested use of Off-System Funds for the projects, although all funds were presently committed.

Ant Flat Road applied for under Off-System Program, Consultant basis in June of 1975. Approved by Transportation Commission.

September 22, 1975 - Construction-Finance Agreement approved.

Deposit of $2,200 received from Wallowa County on August 27, 1975 plus $308 on September 26, 1975.

FHWA would not approve C.F.O. for oiling of surface.

Combination of delays and pressure from D.E.Q. caused Wallowa County to cancel project on November 7, 1975, allowing someone else to use funds, and constructed project on their own. Deposit returned after February 25, 1976.

Thus far, three projects left high and dry.

February 9, 1977 - County Court applied for SOS funds for Imnaha River (Roan Road) Bridge (same as Imnaha River Woods Bridge under Title II, Section 230). Received Region February 11, 1977. Project was selected because of severe deterioration of log stringers and crib members.

February 22, 1977 - Project reviewed and forwarded to Local Programs.

February 25, 1977 - Local Programs identified project and placed it in line for future funds.

April 20, 1977 - Local Programs returned application to Region, forwarded letter same day to Wallowa County stating reasons why the application was being returned.

During the summer months, while I was off work, the structure was further damaged by fire and replacement was required at once.

November 23, 1977 - Local Government Section advised me the bridge would be eligible for funding under SOS Program. This is when I learned the structure had been replaced.

December 5, 1977 - County Court made application for Hurricane Creek (Road 590) Bridge; application received December 9. Advised by Local Government Section to hold this application until discussions can be held with A.O.C. on substitution of a project.

Upon digging up all the history of the County's efforts to get some SOS jobs funded, I am amazed that I can still communicate with the Court.

It is noted some counties are on their way to a second SOS Project while Wallowa County is struggling to get their first.

Good assessment!
DMH.

RCL/dlm

cc: Gerald Wimer

8823

FEDERAL AID PROJECT REQUEST

Date December 7, 1977

Applicant Agency Wallowa County
Request for: Off-System X, FAS-C ____, FAUS ____ Project
Federal Aid Route No. ____ Route Name County Road No. 590
Project Name Hurricane Creek (Road 590) Bridge

Project Length 0.06 miles Project Location (Attach sketch map)
Project Description Replace existing steel pony truss with reinforced concrete slab span.

Average Daily Traffic 62 Design Speed 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18 feet Travel Lanes 2 Shoulders None
Medians None Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 Travel Lanes 2 Shoulders 2 feet
Medians None Parking None
Curbed No Length Curb Radii N/A
Sidewalk/Bikeway No
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 1 mile southwest of Enterprise on County Road No. 590

Type steel pony truss

Approach Roadway Width 18 feet Shoulder Width None

Length 36 feet Width 18 feet

To remain in place? No

2. Proposed Structure:

Location 1 mile southwest of Enterprise on County Road No. 590

(same as existing structure)

Approximate Size: Length 40 feet Width 28 feet

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Very little, if any, pedestrian traffic will use this bridge.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Wallowa County Planning Commission Office
2. Environmental — Wallowa County Planning Commission Office
3. Public Hearing — Wallowa County Planning Commission Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes_____ No X

If "yes," describe briefly: _____

_____

_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~4,300.~~ 10,000
Right-of-way costs (if participating)	None
Traffic control	None
Illumination	None
Structures	56,000.
Railroad	None
Other_____	
Preliminary engineering	~~5,000~~ 7,000
PROJECT TOTAL	$ ~~65,300.~~ 73,000

Remarks Route can be closed during construction. No detour required. County is requesting bridge design at no cost under terms of O.R.S. 369.210.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Wallowa COUNTY

By _____

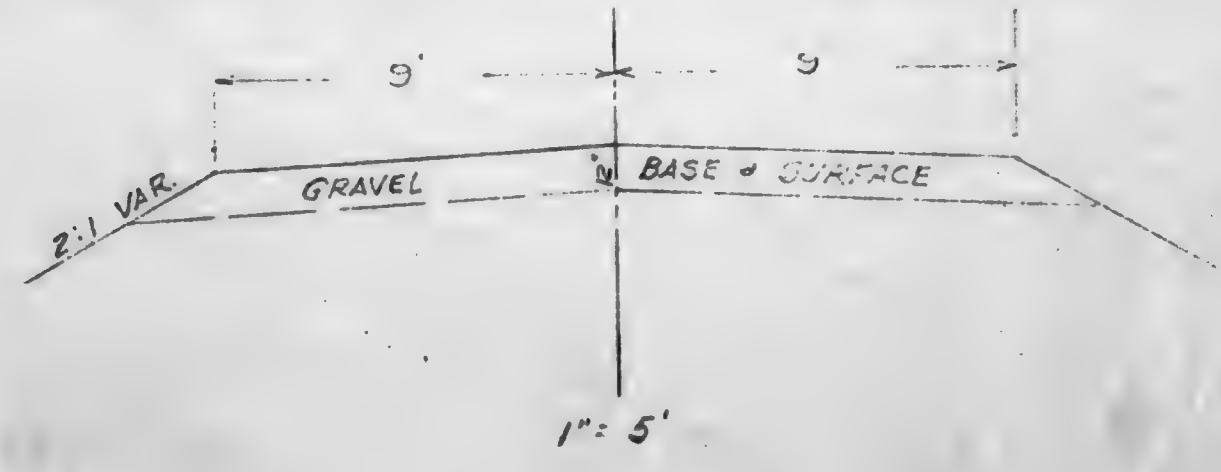
By _____

By Gene Watson
County Judge

By Marion W. McCrae
Commissioner

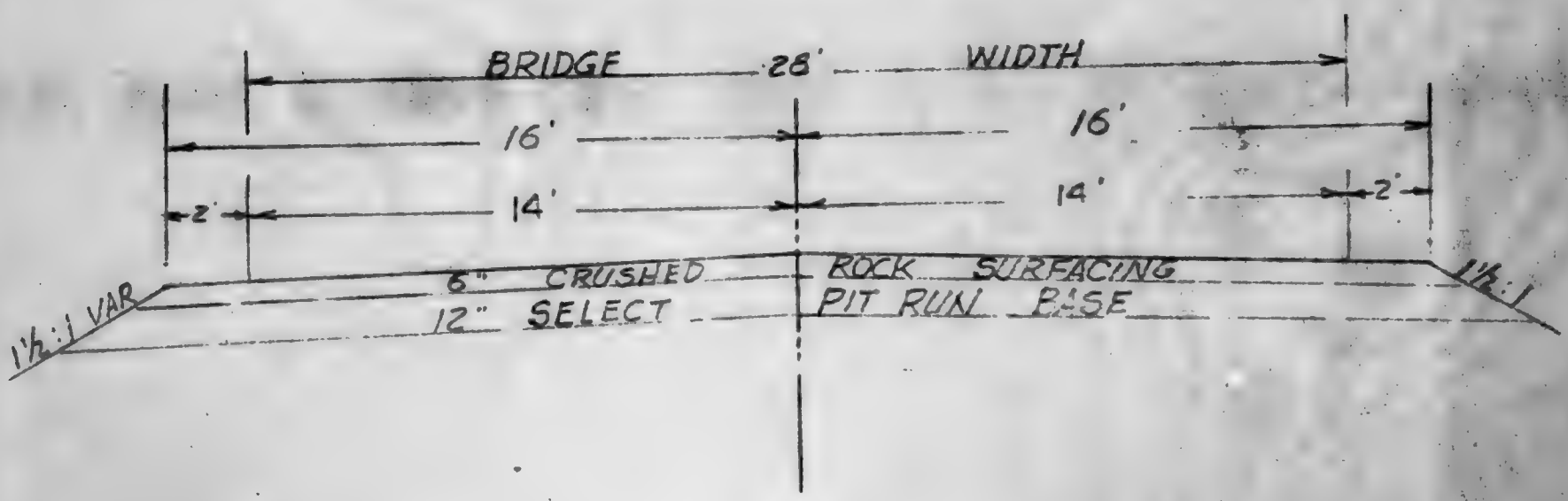
By Gary McFetridge
Commissioner

TYPICAL SECTION
EXISTING

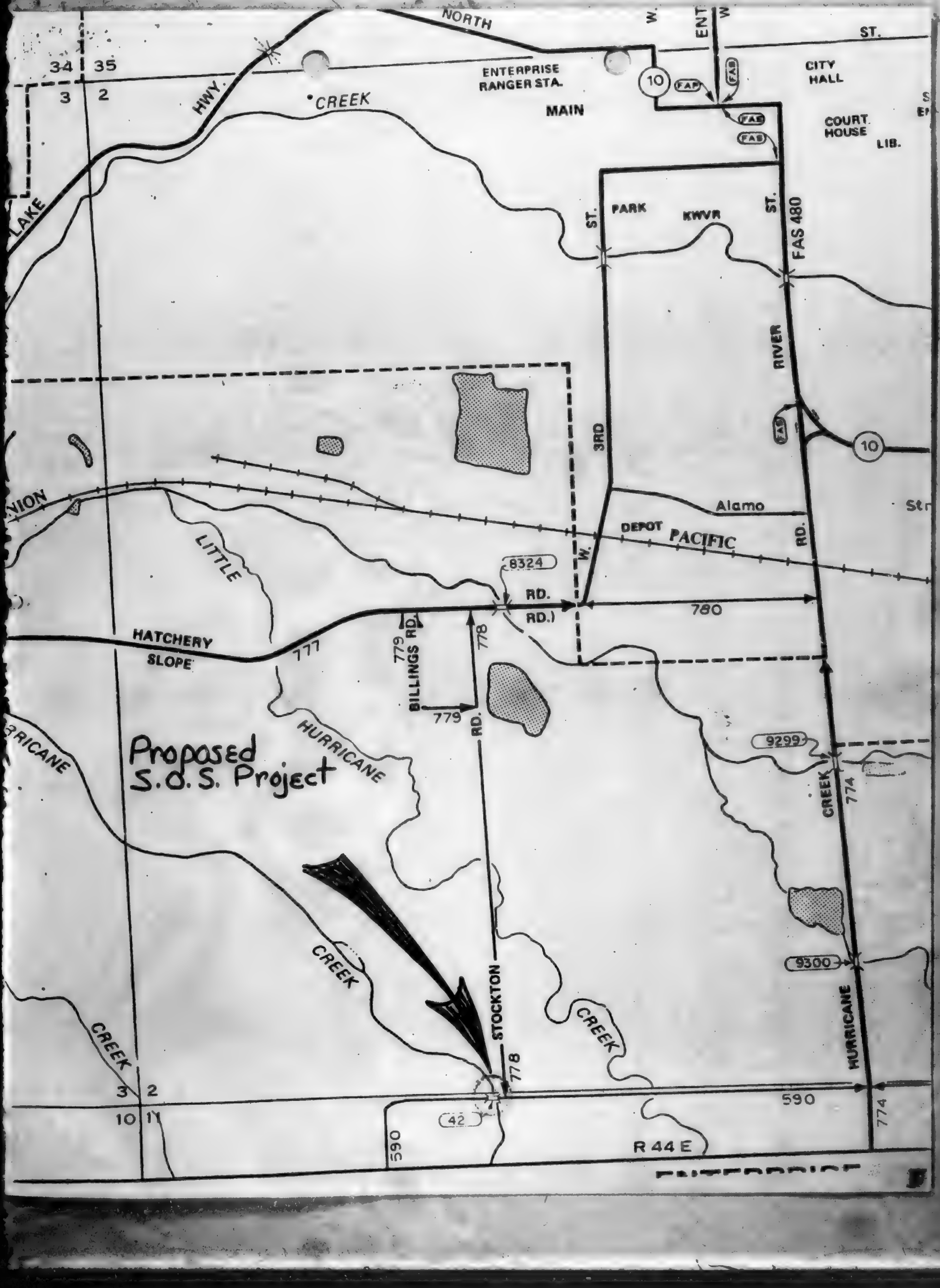


1" = 5'

TYPICAL SECTION
PROPOSED



1" = 5'


NORTH
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HURRICANE
Proposed
S.O.S. Project
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8823

OREGON STATE HIGHWAY DIVISION — PROJECT MANAGEMENT
PROJECT ASSESSMENT (Or Request)

PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ CPE ☐

DEC 27 1977

TAA Zehner

File: PM FA LG OP

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 7, 1977

Section Hurricane Creek (Road 590) Bridge — Unit (if appl) _____

County Wallowa — City _____

Highway County Road 590 — State Hwy. No. _____

Termini: M.P.(if appl) _____ — Length 0.06 miles

Region 5 — Construction Estimate $65,300 Program Amount

B. Purpose of Project:

Replace existing sub-standard bridge with reinforced concrete slab span.

C. Origin & History of Project:

Existing steel pony truss was built in 1925. Structure has history of excessive stream bed scour and abutment erosion. Abutments are badly deteriorated. Structure is too narrow to allow passage of large farm equipment units.

D. General Description of Project:

Project will require replacement of existing structure with a 40-foot reinforced concrete slab span. Bridge approaches will have to be constructed and approach guardrails installed.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 1 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 62 ; Projected ADT 100 ; Yr. 1990

Existing Level of Service 75%

Proposed Facility: Projected ADT 100 ; Yr. 1990

Projected Level of Service 100%

Right of Way: Additional anticipated No / Yes, No; if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow materials will come from County-owned source one mile northwest of Enterprise. No waste disposal is anticipated.

Type of Structure(s):

Will be one (1) reinforced concrete slab span on full length concrete abutments. Dimensions of structure will be 40-feet long and 28-feet wide.

Brief Description of River or Stream and Type of Involvement, if any:

Hurricane Creek originates in the Eagle Cap Wilderness area. It supports resident trout and, during spawning season, anadromous fish. Stream water is also used for irrigation purposes. Although the bridge has not been designed, no significant in-channel work is anticipated.

Local City, County or COG priorities of project:

County has designated the replacement of this structure as the Number 1 priority for Off-System funds.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Location of the new structure will be the same as the existing structure. Design preferred is a reinforced concrete slab span on full depth continuous concrete abutments.

Other Descriptive Information or Comments:

The road upon which this structure will be placed serves a moderate sized agricultural area and a large rural-residential community.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Hurricane Creek traverses the upper Wallowa Valley from the Wallowa Mountains in a northwesterly direction to its confluence with the Wallowa River. The area adjacent to the project is flat land with a general slope to the northwest. The velocity of Hurricane Creek at this point is approximately four feet per second at normal capacity. Some brush and Willow trees line the banks of this river.

2. Cultural:

Hurricane Creek traverses diversified agricultural lands for its entire length after leaving the Wallowa Mountains. The waters of this river are used for irrigation and fish propagation. Anadromous fish are prevalent in this river during the spawning seasons. Large deposits of gravel in this river are used for commercial purposes and lends a great deal to the economy of the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None.

2. Estimated Impact on Traffic Patterns:

This structure will provide for 100 percent of the service level for the area. This should increase the usage of the road about 25 percent by allowing the passage of large farm implements and heavier loads.

Consequences--Air Quality, Noise, Safety, etc.:

None.

3. Estimated Impact on Land Use:

None.

Consequences:

None.

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

None.

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

None.

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Good.

b. Noise Standards

Good.

c. Water Quality Standards

This project should enhance water quality standards by eliminating erosion around existing bridge abutments.

d. Area Land Use and Transportation Plans, and Zoning

Wallowa County Land Use Plan addresses the replacement of sub-standard bridge structures. Upgrading the Hurricane Creek Bridge is compatible with the present and proposed County Comprehensive Plan.

C. Recommended Type of Action and Documentation:

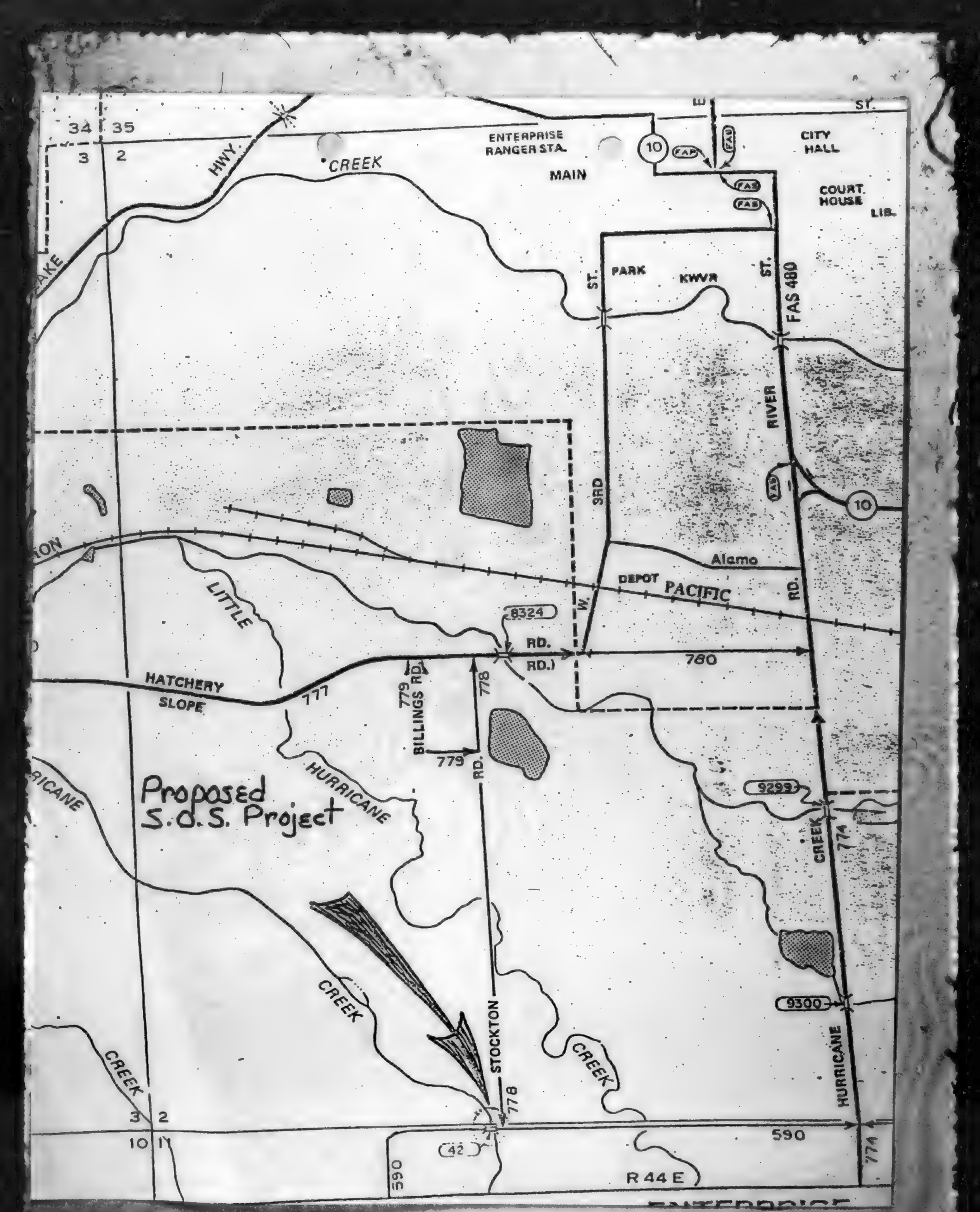
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The proposed project does not require additional right of way, is not controversial, and is limited in scope.

D. Recommended Project Category: _____ 1 _____ 2 _X_ 3 _____ 4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HURRICANE
Proposed
S.O.S. Project
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CREEK
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9300
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8823

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 2, 1975

In reply refer to: 1041EC.1/710.3

SUBJECT: Oregon Projects SRS-000S(47) and 000S(49)
Hurricane Creek Bridge & Imnaha River Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

After carefully reviewing the program submittals for the two subject projects we do not feel that either qualify for funding under the Title II Highway Safety Improvement Programs. Although they may both be in need of replacement we feel the safety aspects of each project is definitely secondary. In each case the bridge is an wide or wider than the approach roadways, and only one site has any accident experience and that may be due to the poor site distance at the adjacent "T" intersection.

We are returning the program documents without action. They may be resubmitted under some other Federal-aid program or with more support data if you feel this ruling is incorrect.

G. L. Green

cc:
OSHD (Rulien)
OSHD (LEGeorge)

RECEIVED
STATE HWY ENGR
DEC 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

RECEIVED
DEC 4 1975
Office of
Assistant State Highway Engineer

8823

November 12, 1975

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attn: Marjorie Martin
County Clerk

MISC. CONTRACTS AND
AGREEMENTS No. 5296

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of railroad crossing protection at the Hurricane Creek Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

mr
Att.

cc Don Harwell

8803

PRO-6-2

November 4, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. H. Nulton
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-000S(47)

We are submitting program data for one project, Item No. 47, Project No. SRS-000S(47), "Hurricane Creek Bridge Section" which we desire to have included in the Safer Roads Demonstration Program under Section 230 of Title II as established by the Federal Aid Highway Act of 1973.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

Enclosed are copies of the Project Proposal, sketch maps and pictures. The five sideswipe accidents noted on the project proposal involve cars and not the structure.

It is stated in the "yellow book" under the Summary of Conclusions and Recommendations that---" a full shoulder width should be carried across all structures". This is not practical in all cases because of economic factors; never-the-less, safety dictates that the structure should be wide enough to accomodate the approach travelway width plus a reasonable shy distance on each side.

It is our contention that a prestressed slab span bridge, as requested by the County, is a logical and economic solution to increase the safety for this stretch of road.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10a, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $1,200 with obligation of Federal funds of $1,080.

JR:md

Enclosures

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-A

November 4, 1975

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 66		ADT	PRESENT	FUTURE (66) (70)
	1	Co. Rd., 1 mi. S.E. of Enterprise			120 DHV-12	180
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63) (68)	FH ROUTE NO. (69) (74)	SUFF ABCY (80)	DA CLASSIF. (75)	DA AREA (73) (72) (79) (77)	EMERG. YR.	PL
	P.E. & One Bridge							
CARD 4	CLASS OF FEDERAL FUNDS (Section 230) Safer Roads Demonstration Project						COUNTY NAME	
	NAME OF URBAN AREA 17-31 ----						ROUTE NO.	FEDERA

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJ. TOTAL ESTIMATED COST (59) (66)	ESTIMATED PROJ. FEDERAL FUN (67)
1	(14-18)	(19)	41	42		53	Co. Rd., 1 mi. S.E. of Enterprise			
2					PE			0.008	1,200	1,080
3					ROW					
4					CONST (CODE) X080		"Hurricane Cr. Bridge Section"	0.008	57,600	51,840
							PROJECT TOTALS	0.008	58,800	52,920

CARD 1	CODE 1	PREPARED BY JG
1	14	PROGRAM APPROVAL DATES

(16) (22) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4, 1975

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	120 DHV-12	180	95	10	Oregon	41	148	47

FY ADCT	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					SRS-	000S	(47)		

n Project

COUNTY NAME: Wallowa — CODE: 063

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non	Co. Rd.	---

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.008	1,200	1,080		120 (Co.)	P.E. All phases; Const. one prestresse conc. slab span bridg (L-40') and incidenta work common to this type of project.
0.008	57,600	51,840		5,760 (Co.)	ROW-60' min.; Access control-none; Park- ing restrictions-none
0.008	58,800	52,920		5,880 (Co.)	

REMARKS

-Over-

USCOMM DUSC-DC 41905-P61

HURRICANE CREEK BRIDGE SECTION

PROJECT NO. SRS-000S(47)

Existing Facility: Steel pony truss bridge with steel deck surfaced with asphalt concrete; L. 36'; H.C. 18'; H 7.5 loading; Br. No. 32C42.

Adjacent Sections: 20-foot oil mat surface with 1' to 2' gravel shoulders.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Construct, on existing alignment, one prestressed concrete slab span bridge 40 feet long with horizontal clearance of 32 feet and incidental work common to this type of project.

Right of Way: No additional required.

System Action, Water Development, Railroads, Recreation and Historical Areas: None involved.

Airports: Enterprise Municipal Airport lies northeasterly within two miles of the project, but the proposed facility will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements:

a. State Clearinghouse--Exempt from A-95 review under working agreement.

b. District 13 Clearinghouse--It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 2.

1978 Flora Rock Prod. 8824
Lewiston-Enterprise
Highway

8824

June 11, 1979

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On June 8 we wrote to you concerning release of final payment on Contract No. 8824 awarded to D Mc D Corp. for the Flora Rock Production Project on the Lewiston-Enterprise Highway in Wallowa County.

Final payment on this contract is $3,564.60 and the total contract amount is $71,292. No work was performed under force account.

Sincerely,

C. W. Read
COMMISSION SERVICES

dda

cc D Mc D Corp.
P. O. Box 1012
La Grande, OR 97850

bc C. T. Kassay
Walt Hart
Wendell Schwartz

8824 - 5-10-79

Narrative Construction Report

Flora Rock Production
Lewiston - Enterprise Hwy
D Mc D Corp.

Prefix 32-8309
Contract 8824
Wallowa County

The contract was awarded September 28, 1978 with specified completion date of May 15, 1979.

Work began April 2, 1979 setting up crusher with production beginning April 5, 1979. The contractor worked 5 days a week; two 8 Hr. shifts per day with minor delays for equipment repairs. Completed crushing operation April 20, 1979.

3/8 - #10

Contractor started crushing 3/8 - #10 April 5, 1979. All test were in spec's except for two test that were out due to break down of crusher and other circumstances. The contractor scapled material after primary jaws and therewas no material passing 1/2" screen.

Due to the low bid price and the need for additional material the contractor was authorized to produce additional material.

1/4 - #10

All gradation tests were in spec's.

In general the contractors work was good and he was cooperative through out the project.

This Quarry is a good Quarry with a lot of material left before we approach the overall development plan.

Versteeg
Anderson
Christensen DO
Glover
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
MAY 11 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Joseph A. Schlieski
Resident Engineer

XC: Rd. Design ✓

1 Bailey
2 Jackmond
3 Hopkins
Williams
Johnsen
4 Glenn

RECEIVED
MAY 10 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

8824

Report # 3

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Flora Rock Production	WEEK ENDING: April 20, 1979
		SECTION PREFIX: 32-8309
	HIGHWAY: Lewiston - Enterprise	COUNTY: Wallowa
NAME OF JOB: Flora Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: D Mc D Corp.	CONTRACT NUMBER: 8824	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 28, 1978	DATE WORK STARTED: April 2, 1979	ESTIMATED COMPLETION DATE: May 79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 91
PROJECT AUTHORIZATION: $ 68,700.00	ENGINEERING AUTHORIZATION $ 6,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 62,700.00	ENGINEERING COST TO DATE $ 1,720.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,700.00	This Week $690.78	DATE PROJECT WAS COMPLETED: 4-20-79
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 29 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Crusher, trucks, loaders, cat.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Cldy, shwrs	0		
MONDAY 16	Cldy, shwrs	0		
TUESDAY 17	Cldy, shwrs	0		
WEDNESDAY 18	Rain shwrs	0		
THURSDAY 19	Ptly cldy, cool	0		
FRIDAY 20	Cldy, cool	0		Completion Day
SATURDAY 14	Cldy, shwrs	0		

RECEIVED
APR 23 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity
16 MONDAY	Crushing 3/8 - 10 sanding agg.
17 TUESDAY	Crushing sanding agg.
18 WEDNESDAY	Crushing sanding agg.
19 THURSDAY	Completed crushing.
20 FRIDAY	Shaping stock piles.
SATURDAY 14	No activity

REMARKS

STATUS: Contractor started crushing 4-5-79; completed crushing 4-19-79

Next Week: Prepare final records.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8824

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1978

D Ma D Corp.
P. O. Box 1012
La Grande, OR 97850

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8824 for the Flora Rock Production Project on the Lewiston-Enterprise Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3439
Portland, OR 97208

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
Wendell Schwartz
Joseph Schlieski

8824

11

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/78
Donald R Rout

9-21-78 Bid Letting _____ All Clear Deadline

SECTION FLORA ROCK PRODUCTION
Highway Enterprise-Lewiston Highway
County Wallowa Region 5
Type of Work Rock Prod. Funds _____
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS					
Negative Declaration					
Project Assessment					
Write-off Letter					
N/A State Funds					
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.		X			
Corps of Engineers		X			
Coast Guard		X			
Co. Conditional Use		X			
NPS Air Pollution		X			
NPS Water Pollution		X			
CULTURAL:					
Cultural Survey		X			
Cultural Salvage					
NOISE:					
Noise Study		X			

1978 Martinazzi Ave. & Boones Fer. Rd. at Nyberg Rd. Tualatin (Gr.-Pave-Sig) 8825

RR	941	9-25-78
C&A	6466	4-26-78
C&A	6287	12-29-77
Q&A	7076	7-27-79

#8925 10-30-80 L.

cc: State (H S Coul[illegible]) STATE COPY U.S. [illegible]ARTMENT OF TRANSPORTATION FE[illegible]AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
10-30-80	W. N. Bryant, Area Engineer		TQM-9091(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7-26-79	12-14-79	100 %	220 C.D.
APPROVED EXTENSIONS	**LOCATION**		
27 C.D.	Intersections of Martinazzi Ave. & Boones Ferry Rd. with Nyberg Road in the City of Tualatin, Oregon		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MARTINAZZI AVE. & BOONES FERRY RD. @ NYBERG RD.
COUNTY ROAD
Traffic Signals

The problem with the green right turn arrow being in conflict with the pedestrian crossing phase at Martinazzi Avenue as discussed in the Final Construction Inspection Report has been corrected in an acceptable manner. The right turn arrow has been changed to a green ball indication. The project now meets the requirements of the MUTCD.

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

11-4 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer — W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer — G. K. Hossner	
TITLE Area Engineer	DATE 10-30-80	TITLE Field Operations Engineer	DATE 10-31-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8825

December 19, 1979

American Fidelity Fire Insurance Company
c/o Northwest Bonding Agency, Inc.
P. O. Box 1448
Beaverton, OR 97005

COM 5
#8825

Gentlemen:

Contract No. 8825 awarded to Hartz Electric, Inc. for work on the Martinazzi Avenue and Boones Ferry Road at Southwest Nyberg Road (Tualatin) Section in Washington County was completed on July 26, 1979, and accepted by the State Highway Engineer on December 14, 1979.

Final payment in the amount of $7,298.95 will be released to the contractor after December 24, 1979. The total contract amount is $145,985.75, including $1,135.40 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dmc

cc: Hartz Electric, Inc.
P. O. Box 577
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

cc: State (H S Coulter)

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon

IN COMPANY WITH

Hank Rodriquez, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-31-79	W. N. Bryant, Area Engineer	TQM-9091(3)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
See below	Satisfactory	100 %	100 %

MARTINAZZI AVE & BOONES FERRY RD @ NYBERG RD
COUNTY ROAD
Traffic Signals

This project provided for the installation of traffic signals at the intersections of Martinazzi Avenue and Boones Ferry Rd. with Nyberg Rd. in the City of Tualatin, Oregon. A contract in the amount of $144,217 was awarded Hertz Electric Inc., Albany, Oregon on 10-16-78. Work began on 1-18-79 and was completed in accordance with the approved plans and specifications on July 26, 1979 at a final estimated cost of $162,215 which includes $130,307.95 for original bid item work, $14,483 for anticipated work, $1,135.40 for changes, and $16,789 for engineering. A total of 247 C.D. were used as compared to the original 220 C.D. allowed under the contract. A 27 C.D. time extension was approved on 9-19-79.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

Acceptance of the contract work is recommended; however, a green right turn arrow presently in conflict with the pedestrian crossing phase at Martinazzi Avenue must be changed to conform with the requirements of the MUTCD prior to final acceptance of the project.

RECEIVED
STATE HWY ENGR
NOV 6 '79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Spec | Act | File

11-6 cy

VICTOR ATIYEH
GOVERNOR

8825

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

DATE: September 27, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQM-9091(3)

RECEIVED
STATE HWY ENGR
NOV 9'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File ✓

Contract 8825, Work Completed July 26, 1979

Project Martinazzi Ave. & Boones Ferry Rd. @ SW Nyberg Rd. (Tualatin)

Highway Co. Road & Beaverton-Tualatin Hwy.

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-31-79 2B

However, the right turn arrow presently in conflict with the pedestrian cross walk at Martinazzi Ave. must be changed to conform with the requirements of the MUTCD prior to final acceptance of the project. 2B

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

Keasey | Richards | Jackmond | Berg | Hopkins | Inloes | Williams | Widmer | Johnson | Gebauer | Glenn | Church

RECEIVED
NOV 8 1979
CONSTRUCTION
BRANCH

8825

Wash. Co.

MARTINAZZI AVE. & BOONES FERRY ROAD @ S.W. NYBERG ROAD

CONTRACT NO. 8825

REFERRED TO
Beard, Stoddenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

NARRATIVE REPORT

GENERAL EXCAVATION: THE LOCATION DATA INDICATED THAT ABOUT 126 C.Y. OF GENERAL EXCAVATION WOULD BE REQUIRED. AS IT TURNED OUT, IT TOOK ONLY 62.2 C.Y. WHICH DISTURBED THE GRADING SUBCONTRACTOR BECAUSE HIS MOVE-IN COST WAS SPREAD OVER THE ANTICIPATED AMOUNT OF EXCAVATION. ON SMALL QUANTITIES, PERHAPS IT WOULD BE BETTER TO LIST THE ITEM AS "ALL REQUIRED" TO BE PAID ON A LUMP SUM BASIS.

ASPHALT CONCRETE: CLASS "B" MIX FOR THE BASE AND WEARING COURSE IS FINE FOR NEW JOBS, BUT ON CITY STREET OVERLAYS, A CLASS "C" MIX FOR THE WEARING COURSE WOULD LOOK BETTER. THERE IS TOO MUCH MATCHING OF EXISTING STREET AND RAILROAD CROSSINGS, FEATHERING OUT AT CURBS, DRIVEWAYS, MANHOLES, ETC. WHICH COULD BE DONE BETTER WITH A CLASS "C" MIX.

WIDENING AND OVERLAYING S.W. BOONES FERRY ROAD HELPED SOME, BUT S.W. NYBERG ROAD SHOULD HAVE BEEN IMPROVED TOO, ESPECIALLY BY PROVIDING MORE RIGHT TURN CLEARANCE TO AND FROM BOONES FERRY ROAD AND BY PLACING A 2" OVERLAY.

THE RESIDENT ENGINEER SHOULD BE GIVEN MORE LATITUDE IN WORKING OUTSIDE THE PROJECT LIMITS. IN THIS PARTICULAR CASE, THE A.C. QUANTITIES UNDERRAN AND SOME OF THIS MATERIAL COULD HAVE BEEN USED OUTSIDE THE PROJECT LIMITS, WHICH IN MY OPINION, NEEDED AN OVERLAY FAR WORSE THAN THE DESIGNATED AREA. JUST RECENTLY (9/10/79) STATE MAINTENANCE FORCES OVERLAYED A SHORT SECTION SOUTH OF THE PROJECT LIMITS AND THIS CERTAINLY COULD HAVE BEEN ACCOMPLISHED UNDER THE CONTRACT.

TRAFFIC SIGNALS: LOCATION OF SIGNAL POLES SHOULD BE INDICATED ON THE PLANS BY DISTANCES FROM EXISTING CURBS. IF SOME OTHER METHOD IS USED, SUCH AS STA. 12+90 (28' LT), THE PLANS SHOULD SHOW THE MINIMUM DISTANCE FROM THE FACE OF THE CURB OR EDGE OF SHOULDER WHICH IS REQUIRED. THIS MIGHT PUT THE POLE ON OR OVER THE RIGHT OF WAY LINE WHICH MIGHT REQUIRE AN EASEMENT, BUT AT LEAST THE POLE WOULD BE A SAFE DISTANCE FROM THE TRAFFIC. RIGHT NOW, POLE NO. 3, IN THE NORTHEAST QUADRANT OF THE BOONES FERRY ROAD-S.W. NYBERG ROAD INTERSECTION IS TOO CLOSE TO THE CURB AND ALREADY IT HAS been HIT SEVERAL TIMES, CAUSING DAMAGE TO THE PEDESTRIAN SIGNALS AND TO THE PUSH BUTTON INSTRUCTION SIGNS.

Versteeg, Anderson, Christensen, Ojsen, O'Sullivan, Terpin, Trout, Wakerlig
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SEP 2 1 1979
ROAD DESIGN SECTION
Do Not File, Return To, Bring Up, Action

THE NEW OR MODIFIED SIDE POLE MOUNTED PEDESTRIAN SIGNALS AND THE TERMINAL CABINETS CANNOT BE MOUNTED AT THE SAME HEIGHT AS SHOWS ON THE STANDARD PLANS. THE TERMINAL CABINET FITS BETTER ABOVE THE SIGNALS AND IT SHOULD BE SHOWN MOUNTED AWAY FROM THE TRAFFIC.

TRAFFIC CONTROL: TRAFFIC SIGNAL WORK INTERFERED VERY LITTLE WITH THE NORMAL FLOW OF TRAFFIC AND NO PROBLEMS WERE ENCOUNTERED.

THE PAVING OPERATIONS HELD UP TRAFFIC FOR LONG PERIODS OF TIME AND, UNDERSTANDABLY, NUMEROUS COMPLAINTS WERE RECEIVED. IT IS DIFFICULT TO KEEP THE TRAFFIC MOVING IF NO DETOURS ARE AVAILABLE, WHICH WAS THE CASE HERE, BUT OUTSIDE OF WORKING NIGHTS OR ON SUNDAYS, THERE WAS VERY LITTLE WHICH COULD HAVE BEEN DONE DIFFERENTLY.

CONTRACT TIME: THE ALLOTTED TIME OF 220 CALENDAR DAYS WOULD HAVE BEEN ENOUGH HAD THERE BEEN NO PLAN CHANGES. AS A RESULT OF A REVISION REQUESTED BY THE TUALATIN FIRE DISTRICT, THE TIME OVERRAN 27 DAYS RESULTING IN LIQUIDATED DAMAGES OF $2700.00. THE CONTRACTOR HAS SUBMITTED A REQUEST FOR TIME EXTENSION, WHICH SO FAR HAS THE SUPPORT OF THE FIELD AND REGION OFFICES.

E. RODRIGUEZ
RESIDENT ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: MARTINAZZI AVE. & BOONES FERRY ROAD AT S.W. NYBERG ROAD
HIGHWAY: COUNTY ROAD & BEAVERTON-TUALATIN
COUNTY: WASHINGTON

CONTRACT NO.: 6825
PREFIX: 334-1026
F.A. NO.: TQM-9091(3)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+ OR -)
	SUMMARY				
	BID ITEMS	$	144,217.00	130,307.35	
	PRICE AGREEMENTS	$	0	14,483.00	
	EXTRA WORK ORDERS	$	0	1,135.40	
	TOTAL, BID ITEMS	$	144,217.00	145,926.35	+1
	ANTICIPATED ITEMS	$	8,200.00	3,100.00 (EST)	-62
	CONTINGENCIES	$	6,858.77	0	
	ENGINEERING	$	13,717.53	16,789.01	+22
	LIQUIDATED DAMAGES	$	0	-2,700.00	
	CREDIT, OUTSIDE BILLING	$	0	-14,618.00	
	TOTAL	$	172,993.30	148,497.36	-14

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND NONE WERE FOUND TO AFFECT MEANINGFULLY THE TOTAL PROJECT COST.

8825

Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 19, 1979

Hertz Electric, Inc.
Post Office Box 577
Albany, OR 97321

Gentlemen:

Time Extension Request
Martinazzi Ave. & Boones Ferry Rd. @
S.W. Nyberg Rd. (Tualatin)
FAP No. TQM 9091(3)
Contract No. 8825

In accord with your request, the contract time for the above project is extended by an additional 27 calendar days. This extension of time is granted due to the added fire preemption equipment under Price Agreement No. 1.

This will eliminate all liquidated damages on this project.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
Enrique Rodriguez
Bob Church
FHWA

Form 81-734-3123 (Rev. 7-77)

STATE OF OREGON

INTEROFFICE MEMO

DOT - Highway Construction (DEPT.) 378-6318 (TELEPHONE)

TO: MEMO TO FILE

DATE: September 19, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Martinazzi Ave. & Boones Ferry Rd. @
S.W. Nyberg Rd. (Tualatin)
Contract No. 8825

Hertz Electric, Inc., contractor on the above project, has requested an additional 27 calendar days in which to complete this contract. The contractor lists two reasons in his request. First, fire pre-emption equipment was added to the controllers under Price Agreement No. 1 resulting in a claimed delay of approximately 60 days. Second, the State traffic signal testing facility was being moved during this contract and resulted in a delay of approximately 10 days in the testing of the controller equipment.

The contractor's statements are substantially correct and are supported by the Resident Engineer's analysis, a copy of which is attached. The project overran in time by 27 calendar days and by far the most significant reason for the additional time was the addition of the fire pre-empt equipment under Price Agreement No. 1.

Therefore, the 27 excess calendar days used on this project should be returned to the contractor. This is a federal-aid project and FHWA concurrence will not be required.

There are two intersections which were signalized under this contract. One was federal-aid participating, the other one was federal-aid nonparticipating. This time extension should be coded on the same percentage basis that applies to the traffic signal work.

OBJ:fr

Att.

cc: H. S. Coulter (w/att.)
Ed Hardt
Enrique Rodriguez
Bob Church

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STATE HWY ENGR
SEP 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

BEAVERTON

AUGUST 24, 1979

SUBJECT: MARTINAZZI AVENUE & BOONES FERRY ROAD @ S.W. NYBERG ROAD (TUALATIN)
GRADING, PAVING & TRAFFIC SIGNALS
CONTRACT No. 8825
TIME EXTENSION REQUEST

To: MR. EDWARD L. HARDT
REGIONAL ENGINEER
MILWAUKIE

ATTN: MR. MARION CRAFT
REGIONAL CONSTRUCTION ENGINEER

AS PER ATTACHED FORM, HERTZ ELECTRIC, INC. HAS REQUESTED 27 ADDITIONAL DAYS IN WHICH TO COMPLETE SUBJECT PROJECT WITHOUT THE ASSESSMENT OF LIQUIDATED DAMAGES.

THIS IS A GRADING, PAVING AND TRAFFIC SIGNALS PROJECT INVOLVING FEDERAL FUNDS ON THE BOONES FERRY ROAD SECTION WHILE THE SIGNALS AT MARTINAZZI AVENUE AND S.W. NYBERG ROAD INVOLVES CITY (TUALATIN) FUNDS ONLY. TWO PRICE AGREEMENTS, BOTH REQUIRING REVISIONS TO THE SIGNALS TOTALING $14,483.00, AND AN EXTRA WORK ORDER FOR REPLACING BROKEN PAVEMENT AT A COST OF $1,129.59 WERE ADDED TO THE CONTRACT.

OTHER PERTINENT FACTS ABOUT THIS PROJECT ARE AS FOLLOWS:

CALENDAR DAY COUNT START	OCTOBER 27, 1978 (220 CALENDAR DAYS ALLOWED)
COMMENCEMENT DATE	JANUARY 18, 1979
DATE CHANGES REQUESTED BY FIRE DEPT.	FEBRUARY 28, 1979
DATE SALEM ISSUED REVISED PLANS	MAY 9, 1979
DATE PRICE AGREEMENT SUBMITTED	JUNE 19, 1979
DATE PRICE AGREEMENT APPROVED	AUGUST 21, 1979
EXPIRATION OF CALENDAR DAY COUNT	JUNE 29, 1979
DATE OF SECOND NOTIFICATION	JULY 26, 1979 (27 EXCESS DAYS USED)

THE CONTRACTOR'S REQUEST IS BASED ON THE FOLLOWING:

1. DESIGN AND INSTALLATION OF FIRE-PRE-EMPTION EQUIPMENT DELAYED PRODUCTION OF CONTROLLERS BY 60 DAYS.
2. RELOCATION OF STATE ELECTRICAL LAB DELAYED TESTING BY 10 DAYS.

MR. EDWARD L. HARDT
ATTN: MR. MARION CRAFT

RE: MARTINAZZI AVE. & BOONES FERRY ROAD @ S.W. NYBERG ROAD (TUALATIN)

AUGUST 24, 1979

THERE IS NO QUESTION THAT THE FIRE DISTRICT'S DECISION TO FOREGO THE RADIO CONTROLLED PRE-EMPTION SYSTEM IN FAVOR OF THE "OPTICOM" SYSTEM DID CAUSE THE CONTRACT TIME TO OVERRUN. MY RECORDS SHOW THAT THE PAVING WORK WAS COMPLETED ON MAY 23 AND MOST OF THE SIGNAL WORK WAS DONE BY JUNE 15. NO FIELD ACTIVITY TOOK PLACE UNTIL THE CONTROLLER CABINETS WERE READY FOR INSTALLATION ON JULY 18 AND ON JULY 26, THE SIGNALS WERE TURNED ON.

IT TOOK QUITE A BIT OF TIME TO GET A FINANCIAL RESPONSIBILITY COMMITMENT FROM THE FIRE DISTRICT, TO GET A FINAL DESIGN FROM OUR TRAFFIC SECTION AS WELL AS TO GET FINAL APPROVAL OF THE PRICE AGREEMENT, ALL BEING BEYOND THE CONTRACTOR'S RESPONSIBILITY.

ALTHOUGH IT WAS JUSTIFIED IN THIS PARTICULAR CASE, NO STOP WORK ORDER WAS ISSUED AS THE CONTRACTOR SCHEDULED ALL THE FIELD WORK FOR AN EARLY COMPLETION AND REALLY EXPECTED TO HAVE THE CONTROLLERS READY BEFORE THE EXPIRATION OF CONTRACT TIME. MY OBSERVATION IS THAT THE CONTRACTOR DID EVERYTHING POSSIBLE TO SPEED UP THE JOB, EVEN GOING AS FAR AS ORDERING THE PRE-EMPTION EQUIPMENT BEFORE RECEIVING APPROVAL AS WELL AS STAYING IN CLOSE CONTACT WITH THE SUPPLIER IN ORDER TO SPEED UP THE COMPLETION OF THE CONTROLLERS.

HAD THE CONTRACTOR WAITED UNTIL GETTING APPROVAL OF THE PRICE AGREEMENT, CHANCES ARE THAT THE SIGNALS WOULD HAVE REMAINED INOPERATIVE UNTIL LATER IN THE FALL.

IN REGARDS TO THE 10 DAYS DELAY DUE TO THE RELOCATION OF OUR TESTING FACILITIES, I FIND THIS ALSO TO BE BEYOND THE CONTRACTOR'S RESPONSIBILITIES.

SUMMARIZING, THE CHANGES IN THE PLANS AND SPECIFICATIONS AND THE STATE'S FAILURE TO ACT PROMPTLY ON THE CHANGES AND ON THE TESTING OF THE CONTROLLERS WERE FACTORS WHICH CONTRIBUTED TO THE TIME OVERRUN AND WHICH WERE BEYOND THE CONTRACTOR'S CONTROL.

I RECOMMEND THAT THE CONTRACTOR BE ALLOWED THE 27 CALENDAR DAYS REQUESTED.

E. Rodriguez

ENRIQUE RODRIGUEZ
RESIDENT ENGINEER

ENCL. (1)
CC: FILE

8825 FINAL REPORT

FINAL REPORT

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Martinazzi Ave. & Boones Ferry Road at S.W. Nyberg Road(Tualatin)		WEEK ENDING: September 1, 1979
		SECTION PREFIX: 334-1026
HIGHWAY: Nyberg Road		COUNTY: Washington
NAME OF JOB: Martinazzi Ave. & Boones Ferry Road at S.W. Nyberg Road(Tualatin)	KIND OF WORK: Grading, Paving, & Traffic Signals	
CONTRACTOR: Hertz Electric, Inc.	CONTRACT NUMBER: 8825	FEDERAL AID PROJECT NUMBER: TQM-9091(3)
DATE OF CONTRACT: October 16, 1978	DATE WORK STARTED: January 19, 1979	~~ESTIMATED~~ COMPLETION DATE: July 26, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 247
PROJECT AUTHORIZATION: $ 172,993.30	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 123.5
EXCLUSIVE OF ENGINEERING: $ 159,275.77	ENGINEERING AUTHORIZATION $ 13,717.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 159,275.77	ENGINEERING COST TO DATE $ 15,790.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 115 %	DATE PROJECT WAS COMPLETED: July 26, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PRO. ECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO. ~~1111111~~	Traffic Signals						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Partly Cloudy	0	0	
MONDAY 27	Partly Cloudy/ warm	0	0	
TUESDAY 28	Overcast/warm	0	0	
WEDNESDAY 29	" " "	0	0	
THURSDAY 30	Overcast/drizzle	0	0	
FRIDAY 31	Partly Cloudy	0	0	
SATURDAY 9/1		0	0	

RECEIVED
SEP 5 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, [illegible], Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No activity.
27 MONDAY	No activity all week.
28 TUESDAY	
29 WEDNESDAY	
30 THURSDAY	
31 FRIDAY	
9/1 SATURDAY	

REMARKS

Status to Date: Job completed. Semi-Final submitted.
FINAL WEEKLY REPORT.

SIGNED E. Rodriguez

LOCATION Beaverton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8825

July 27, 1979

Tualatin Rural Fire Protection District
P.O. Box 127
Tualatin, OR 97062

MISC. CONTRACTS and
AGREEMENTS No. 7076

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement for installation of emergency vehicle pre-emption devices on traffic signals on Nyberg Road at Martinazzi Street and Boones Ferry Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Read
COMMISSION SERVICES

fhm

Att.

bc Don Harwell (conf. agree. att.)

8825

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: E. L. Hardt
Region 1 Engineer

DATE: May 29, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Fire Pre-Emption Revision
Martinazzi and Boones Ferry Road at Nyberg Road (Tualatin)
Beaverton Tualatin Highway
Contract No. 8825

We believe that the items of work, payment and responsibility for the proposed revision should be handled by the preparation of three documents in the following manner:

1. Price Agreement (Resident/Region) - Not to exceed $14,618. This would cover the work to be done and allow payment to the contractor.

2. Request for Outside Billing (Region) - This would be to the Tualatin Rural Fire Protection District and would be for the same amount as the above Price Agreement. This would provide the means for their payment and would be shown as a credit to the contract prefix.

3. Letter Form Agreement (Local Government Unit) - This would be a standard "OPTICOM" pre-emption equipment agreement setting forth our maintenance (no replacement) of the gear for the Boones Ferry Road at Nyberg Road installation only. This too would be with the Tualatin Rural Fire Protection District.

If you have any questions as to this procedure, please let us know.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

BET:ds

cc: C. T. Keasey
Enrique Rodriguez
M. C. Holmes

PROJECT MANAGEMENT
PE ☐ CCE ☐ OM ☐
RE ☐ TAE ☐ OPE ☐
MAY 29 1979
File: PM FA
LG UP
TAA

8125

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 9, 1978

Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8125 for work on Martinazzi Avenue and Boones Ferry Road at S.W. Nyberg Road in Tualatin, Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc American Fidelity Fire Insurance Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Ed Hardt
Enrique Rodriguez
L. E. George

10/30/78 (8:15 am)
Rec- tel- call from Hertz Electric Inc. saying they rec- contract #825 but delayed as they were sent to street address. They should have been mailed to P.O. Box 577 Albany, OR. 97321.

Any way they are now at their Bonding Co. and we should rec- in a few days- Cec H.

8825. STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 11-114	FEDERAL-AID PROJECT AGREEMENT 10-31-78	County: Washington
		Project No.: TQM-9091(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., 0.5 Mi. S. of Tualatin River (Tualatin)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-30-78	0.205
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 115,706.00	$ 99,240.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Coulter

Technical Services Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BY _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 31 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-Files

Oregon State Highway Division
Salem, Oregon, October 20, 1978

Federal Aid Project
No. TQM-9091(3)

S.W. Boones Ferry Rd. @ S.W. Nyberg Rd. Section
Beaverton-Tualatin Highway
Washington County

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 5+50 to Sta. 16+30)

Mobilization (55% of 90%)	All Required		$ 4,455.00
Temporary Protection and Direction of Traffic	All Required		1,320.00
Temporary Signs	79 Sq.Ft.	4.00	316.00
Temporary Barricades	3 Each	200.00	600.00
Flagmen "A"	66 Hour	18.00	1,188.00
Removal of Structures and Obstructions	All Required		1,600.00
General Excavation	126 Cu.Yd.	22.00	2,772.00
Aggregate Base	330 Ton	13.00	4,290.00
Class "B" Asphalt Concrete	1,260 Ton	25.20	31,752.00
15-inch Culvert Pipe	40 Lin.Ft.	35.00	1,400.00
8-inch Sewer Pipe	10 Lin.Ft.	35.00	350.00
Concrete Inlets, Type G-2	2 Each	1,000.00	2,000.00
Extra for Asphalt Approaches	4 Each	150.00	600.00
Drainage Curbs	350 Lin.Ft.	3.00	1,050.00
Concrete Bumper Log	4 Each	50.00	200.00
			$53,893.00
Anticipated Items			
Railroad Protective Cost	All Required		$ 5,100.00
Permanent Pavement Striping	All Required		900.00
Temporary Pavement Striping	All Required		500.00
Temporary Erosion Control	All Required		100.00
			$ 6,600.00
	Subtotal		$60,493.00
	Engineering		8,166.00
	Total		$68,659.00

Type Code Y031
Traffic Signal (Sta. 13+25)

Mobilization (45% of 90%)	All Required		$ 3,645.00
Temporary Protection and Direction of Traffic (45% of 80%)	All Required		1,080.00
Temporary Signs	64 Sq.Ft.	4.00	256.00

Oregon State Highway Division
Salem, Oregon, October 20, 1978

Federal Aid Project
No. TQM-9091(3)

Temporary Barricades	3 Each	200.00	600.00
Flagmen "A"	54 Hour	18.00	972.00
Traffic Signal Installation, Complete (43%)	All Required		34,898.37
	Subtotal		$41,451.37
	Engineering		4,950.63
	Engineering (Signal Cont. Testing) (43%)		645.00
	Total		$47,047.00

Length of Roadway - - - - - 0.205 Mi.
Cost of Roadway Per Mile - $334,921.95

Work Retained in Program Status
(not included in amounts below)

Bikeway Signs	All Required	$ 100.00

Summary of Funds (85.77%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 68,659.00	$58,888.00	$ 9,771.00
Traffic Signal	47,047.00	40,352.00	6,695.00
	$115,706.00	$99,240.00	$16,466.00

Group 1 - 66%; Group 8 - 1%; Group 9 - 33%
Contract No. 8825
Prefix 134-1453; Prefix 334-1026

Oregon State Highway Division
Salem, Oregon, October 20, 1978

Federal Aid Project
No. TQM-9091(3)

S.W. Nyberg Rd. at S.W. Martinazzi
Nonparticipating-State Work

Traffic Signal

Mobilization	All Required (10%)		$ 900.00
Temporary Protection and Direction of Traffic	All Required (20%)		600.00
Temporary Signs	143 Sq.Ft.	4.00	572.00
Flagmen "A"	30 Hour	18.00	540.00
Traffic Signal Installation Complete	All Required (57%)		46,260.63
	Subtotal		$48,872.67
	Engineering		5,742.37
	Engineering (Signal Cont. Testing (57%)		855.00
			$55,470.00

8825

C

bbc: C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Enrique Rodriguez
L. E. George
SAIF
Fran

October 16, 1978

Hartz Electric, Inc.
1200 Old Salem Road
Albany, OR 97321

Gentlemen:

The Oregon Transportation Commission on September 28, 1978, accepted your proposal for work on Martinazzi Avenue and Boones Ferry Road at Nyberg Road in Washington County for the sum of $144,217 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Tualatin and the Federal Highway Administration and when the sum of $56,440 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8825.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 27, 1978.

Very truly yours,

C. W. Read
COMMISSION SERVICES

khr
Enclosures
bc: Pacific Builder & Engineer, Inc., Seattle, WA
Daily Journal of Commerce, Seattle, WA and Portland, OR

8825

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

ROW 18-2
FILE:

September 25, 1978
Salem, OR. 97310

FROM: Roger D. Trygstad
Railroad and Utility Engineer

TO: C. W. Head
Commission Services

SUBJECT: Right of Entry
Martinazzi Avenue and
Boones Ferry Road at
Nyberg Road (Tualatin) Section
Washington County

B U I L D I N G

RAILROAD COMPANIES
FILE No. 941

Attached is a fully executed copy of a Temporary Agreement Covering Advance Right of Entry and Occupancy of Burlington Northern Inc. Property at the subject project.

RDT/seb
Attachment
cc: G. L. Green with copy
J. L. Sollis
J. B. Boyd with copy
C. T. Keasey with copy
D. E. Swan with copy
Ed Hardt with copy
Enrique Rodriguez with copy

NOTE TO RODRIGUEZ: The Burlington Northern Railway has requested that we contact Mr. John Espinosa, Burlington Northern Road Master, at 221-1300, at least 48 hours before commencing work on their property. Would you please see that this is done. RDT

NOTED
C. W. HEAD

September 22, 1978

City of Tualatin
City Hall
Tualatin, Oregon 97062

State Proj
Contract 8825
Agree 6287

Attn: Mrs. Yvonne L. Addington
City Recorder

Gentlemen:

On September 21, 1978, the lowest of 3 bidders on the S.W. Martinazzi Avenue @ S.W. Nyberg Rd. Section was Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321, which bid is approximately 14% greater than our estimate. Since this bid is above the 10% limit, it will be your responsibility to either accept or reject the project. If the City does decide to proceed with the project, the following advance deposit is required from the City.

	TOM	City
Bid Items	$ 95,344.37	$48,872.63
Railroad Protective Costs	5,100.00	
Permanent Pavement Striping	900.00	
Temporary Pavement Striping	500.00	
Temporary Erosion Control	100.00	
Signal Controller Testing	645.00	855.00
Bikeway Signs	100.00	
4% Contingencies	4,621.03	2,237.74
(9%) Engineering	9,242.04	4,475.49
ESTIMATED TOTAL COST	$116,552.44	$56,440.86

City's Advance Deposit: 100% or say $56,440.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 13, 1978.

Please make your check for $56,440.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Awarded 10-16-78 (H)

Sent 9-25-78 Z

Now it's Cot to File (BB)

M
M F

As you requested the estimated completion date on this project is 220 calendar days, or approximately June 20, 1978.

Very truly yours,

Gerald Wimer
Local Government Manager

FW:pf

bc w/AD#503: Region 1 Federal Aid Engineer ~~Ed Hardt~~ Jon Rose
Vern Skoog - Please return completed AD # 503 when check is received.

8825

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 18, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 21, 1978 Bid Letting

Martinazzi Lane &
Barnes Ferry Rd
& Sid Nyberg Rd

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 21, 1978 on the following projects:

1. 30th St and Melbourn Ave (Astoria)
   Marine Drive
   Clatsop County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Vine St-Scappoose High School (Scappoose)
   SE 6th St
   Columbia County

   Grading and paving.

   10-foot shoulders and 5-foot sidewalks with ramps will be provided on this section.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Hull St-College Entrance (Coos Bay)
   Cape Arago Highway
   Coos County

   Grading and paving.

   Same as No. 2.

4. Stellar Drive & Solar Drive
County Roads
Deschutes County

Aggregate Base.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Cedar St-Oak St (Oakland)
City Street (6th St)
Douglas County

Grading and paving.

Thirty-six-foot roadway with curb and gutter.

Same as No. 4.

6. Crater Lake Ave at Spring St & McAndrews Road (Medford)
FAU 2471
Jackson County

Traffic Signals.

Same as No. 1.

7. Grayback Creek-Lake Creek
Oregon Caves Highway
Josephine County

Grading.

Slide Correction.

Same as No. 1.

8. Bully Creek Bridge (Vale)
Main Street
Malheur County

Structure replacement.

28-foot roadway with 5-foot walk on structure, 4-foot shoulders on approaches.

Same as No. 2

9. Silver Falls State Park
Marion County

Buildings

Same as No. 1.

10. Columbia Blvd Interchange (UPRR U'xings)
East Portland Freeway
Multnomah County

Railroad structures.

Bikeway to be constructed under structure as a part of a later contract.

11. SE Duke St-SE Clatsop St (Portland)
FAU 9723 (SE 72nd Ave)
Multnomah County

Grading and paving.

40-foot street with 4-foot sidewalks on each side.

Same as No. 2.

12. Ross Island Bridge-SE 50th Ave (Portland)
Mt Hood Highway
Multnomah County

Grading and paving.

10-foot sidewalks (with 4-foot planters).

Same as No. 2.

13. SE Morrison Bridge Ramp
Pacific Highway East
Multnomah County

Grading and paving

12-foot existing sidewalk on east side; variable 2.5- to 9-foot sidewalk on west side.

Same as No. 2.

14. Grand Ronde River (Peach Lane) Bridge
County Road #28
Union County

Structure replacement

28-foot roadway

Same as No. 4.

15. Hurricane Creek Bridge
County Road #590
Wallowa County

27.5-foot roadway

Same as No. 4.

16. Flora Rock Production
Wallowa County

Aggregate crushing.

Same as No. 1.

17. Martinazzi Ave & Boones Ferry Rd at SW Nyberg Rd (Tualatin)
County Road and Beaverton-Tualatin Highway
Washington County

Existing bikeway to be replaced in kind.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8825

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-30-78

FEDERAL AID PROJECT NO.: TOM-9091(3)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80373

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	8-30-78	FAU 9091	Secondary 141

GENERAL LOCATION:

S.W. Boones Ferry Rd. at S.W. Nyberg Rd. (Tualatin)

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)

R.R. Protective Services	$5,100.
Perm. Pavement Striping (S.F.)	900.
Temp. Pavement Striping (S.F.)	500.
Temp. Erosion Control	100.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8-25-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $101,162 - Federal Funds $86,766.

A signed copy of the Title Sheet is returned herewith.

MOTEL B. KLABOE Swan w/enc. 9-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

2000

Robert A. Bothe
Fred B Kloboe ASSISTANT DIRECTOR FOR OPERATIONS

251

8825

August 28, 1978

Ms. Yvonne L. Addington
City Administrator
City of Tualatin
P. O. Box 428
Tualatin, OR 97062

Dear Ms. Addington:

copy Ira 7-4-1 Tualatin

In response to your August 3 letter, I have checked on the status of the bypass project and the installation of traffic signals at Martinazzi Avenue and Boones Ferry Road. The bypass is scheduled for contract in December of 1980. Due to the Federal requirements and the environmental requirements involved, I do not know of any way we can expedite the construction of the bypass.

The traffic signals on Nyberg Road at Martinazzi Avenue and Boones Ferry Road are scheduled for contract September 21, 1978, with completion expected about seven months later. The actual installation does not take this much time; however, steel pole and electronic control manufacturers have a backlog of orders and usually require about six months for fabrication.

I am aware of the traffic problems being experienced in your area; however, there is no way to significantly accelerate either project.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

bc E. S. Hunter
R. N. Bothman
L. E. George
E. L. Hardt

DKH:cs/ESH:ja

CITY OF TUALATIN

18880 SW CHELAN AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-6891

August 3, 1978

RECEIVED
AUG 7 1978
TRAFFIC ENGINEER

Mr. Fred B. Klaboe
Chief of Operations
Oregon State Department of
Transportation
Transportation Building
Salem, Oregon 97310

Dear Fred:

Traffic Congestion-Nyberg Street
from I-5 to Boones Ferry Road

This letter is to inquire whether or not there is any way possible to accelerate the construction of the by-pass between Nyberg Street and Tualatin-Sherwood Road.

At the present time, there is impossible and hazardous traffic congestion on Nyberg Street and we have been experiencing daily traffic accidents recently due to the volume and lack of capacity to handle the traffic safely. I am not certain how the city can tolerate waiting for two or three years for some relief.

Would you also see if there is any way to accelerate the installation of traffic signals at the I-5 interchange, 80th or Martinazzi Avenue, and Boones Ferry Road at their intersection with Nyberg Street. I feel this would significantly help the situation temporarily.

Any help you can give will be sincerely appreciated.

Very truly yours,

Yvonne

Yvonne L. Addington
City Administrator

cc: Mayor and Council

RECEIVED
TECHNICAL SERVICES
AUG 7 '78
REFER TO
George
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
AUG 07 '78
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
L. E. GEORGE

N

Going up speed

84th

80th

Kmart

Nyberg Rd.

Boones Ferry Rd.

Proposed By Pass

Can not speed up traffic from Nyberg to Tualatin

I-5

N

East

TUALATIN
8-9-78

4:00 - 6:00 P.M.
greatest Lagends

8825

April 26, 1978

Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: Jo Ann Johansen
Clerk of the Board

MISC. CONTRACTS and AGREEMENTS No. 6466

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic control signal equipment at the intersection of the Beaverton-Tualatin Highway and Nyberg Road in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cda
Attachment

bc Don Harwell (Conf. copy of agreement attached)

8825

P.W.

WASHINGTON COUNTY

Inter-Department Correspondence

Date March 10, 1978
For Meeting of: March 14, 1978

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Traffic Signal Installation Agreement - Beaverton-Tualatin Highway (Boones Ferry Road) and S.W. Nyberg Road.

In recent years the Association of Oregon Counties and the State of Oregon Transportation Commission entered into an agreement whereby the State would perform all the necessary maintenance and the county would supply the necessary energy for traffic signals installed at the intersection of a state highway and a county road.

We have an agreement to be entered into under these terms for the intersection of S.W. Nyberg Road, a county road, and S.W. Boones Ferry Road, a state highway.

RECOMMENDATION: Your Board authorize the execution by the Chairman of subject agreement.

Respectfully submitted,

John F. Crockett

JFC:pj

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-133
DATE 3/14/78
BY Jo Ann Johansen
CLERK OF THE BOARD

8825

December 29, 1977

City of Tualatin
City Hall
Tualatin, OR 97062

Attention: Yvonne L. Addington
City Recorder

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: Jolan Johansen
Clerk of the Board

MISC. CONTRACTS and AGREEMENTS No. 6287

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Washington County, City of Tualatin, and the Highway Division for installation of traffic signals on Nyberg Road at 80th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

Form FHWA 121 (Rev. 5-73)

8825

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

SUBJECT: Oregon Project No. TQM-9091(-)
Nyberg Road Intersection Signal
Beaverton-Tualatin Highway No. 141
Washington County
Project Assessment

DATE: November 15, 1977

In reply refer to: HA.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Wimer's October 26, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Markham, Reg 1)

RECEIVED
TECHNICAL SERVICES
NOV 21 '77
REFER TO
Turner
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8825

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Sylvan, OR 97221

August 18, 1977

FILE:

FROM: C. T. Flink
ASSISTANT DISTRICT ENGINEER

SUBJECT: Construction Finance Agreement
Traffic Signal Installation

TO: Mainor Holmes
PROGRAM MANAGEMENT

Attached are copies of the draft agreement for construction and finance of traffic signal installations at the Beaverton-Tualatin Highway and S.W. 80th Avenue intersections with Nyberg Road.

It has come to our attention that the signal at the Beaverton-Tualatin intersection is being funded with TQX money.

Please revise the agreement by eliminating reference to the Beaverton-Tualatin Highway. I have attached a letter from Wink Brooks, Community Planning Director for the City of Tualatin. He indicates the City's approval of the agreement with this revision. Dave Herb, Washington County Traffic Engineer, advised me by telephone that the County would also approve the agreement as revised.

If you have any questions please give me or Bill a call.

CTF/rjg

attach.

Revised & to typist 8/25.
mainor

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 19 1977

File: PM FA
TAA LG OP

8.8 - 5

CITY OF TUALATIN

IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY

OREGON
97062

August 15, 1977

Mr. William W. Geibel, District Engineer
Oregon State Highway Division
P.O. Box 565
Beaverton, OR 97005

Dear Bill:

We recently became aware of action by the State Highway Division to utilize transitional Quarterly (TQX) monies to fund the proposed traffic signals at the intersection of S.W. Boones Ferry Road and Nyberg Street. Your office recently sent us a draft agreement that provided State engineering services for these signals as well as the proposed signals at S.W. Nyberg Street and S.W. 80th Avenue.

We have discussed this matter with Terry Flynk of your office and, at his suggestion, are returning your draft agreement. We wish to have the agreement revised to reflect the new funding situation, while continuing to rely on the State for the previously contemplated engineering services.

If you should have any questions regarding this matter, please feel free to call.

Sincerely,

Winslow C. Brooks
Community Development Director

WCB/ma

Enclosure

DISTRICT 2-A
AUG 17 1977
☐ DE ☒ ADE ☐ DOM ☐ SEC

P. O. BOX 486 18880 S. W. 80TH AVENUE PHONE (503) 638-6891

9825

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 18, 1977

Telephone 238-8226

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR
Invgs
R/W
D/R
Sign
Act

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

Seven signalization projects have been identified for an accelerated program, funded through State Transitional Quarter funds, on various state highways in the CRAG area. These signalization projects rank high on the statewide traffic signal priority list and are shown in the Special Supplemental Preservation Project section of the Six Year Program for funding in FY78 and 79. These projects, which are being accelerated for immediate implementation, are as follow:

copy 8733

1. Nyberg Road Interchange (Ramp Terminals), Pacific Highway (I-5) - 2 signals estimated at $150,000.

2. Jantzen Beach Interchange, Pacific Highway (I-5) - 2-phase signal estimated at $36,000.

3. McDonald Road (Tigard), Pacific Highway West - 3-phase signal estimated at $81,000.

4. 170th Avenue (Washington County), Tualatin Valley Highway - 3-phase signal estimated at $62,000.

5. 22nd Avenue (Milwaukie), Pacific Highway East - 2-phase signal estimated at $59,500.

6. Greenburg Road Interchange (Ramp Terminals), Beaverton-Tigard Highway - 2 signals estimated at $80,000.

7. Nyberg Road (Tualatin), Beaverton-Tualatin Highway - 3-phase signal estimated at $44,000.

For information, a signalization project for 170th and Farmington Highway is also begin accelerated through our Title II program.

The project requests for the seven signalization projects are being introduced for consideration at the July 22, 1977, TTAC meeting. Additionally, by copy of this letter, TTAC members are being advised of

our proposed request to incorporate the seven signal projects in the FY77 element of the TIP.

Your assistance in incorporating these projects in the Annual Element is requested. Due to the potential for early implementation, CRAG Board approval is needed in order for the projects to receive P. S. & E. approval late this summer.

These projects were included in our response to Mr. Ockert's solicitation letter for projects to be incorporated in the CRAG Transportation Improvement Program, shown in later funding years.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

~~Attachments~~

cc: TTAC Members
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg
E. L. Hardt
L. E. George
B. L. Gifford
Robert Judson
M. C. Holmes
G. A. Potter

8825

Hopkins

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI

Region 1 - Milwaukie

June 20, 1977

Can one of your people make the July 5th Meeting to help with agreements

Ron

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: MEMO TO FILE

SUBJECT: MEETING
Traffic Concerns
Boones Ferry Road at
Tualatin-Sherwood Rd
and Nyberg Road
City of Tualatin

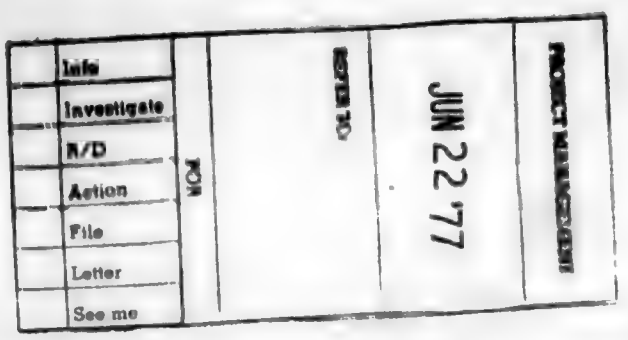
On June 17 at 10 a.m. a meeting was held in Tualatin City Hall concerning traffic conditions at the subject intersection locations. In attendance were Yvonne Addington, City Administrator; Carl Buttke, Transportation Consultant; Dave Bryan, Engineering Consultant; Wink Brooks, Planner, City of Tualatin; Dave Herb, Traffic Engineer, Washington County; Jim Chidsey, O.D.O.T.; Bill Geibel and I from Highway Division.

Boones Ferry Road at Tualatin-Sherwood Road

Traffic conditions at this location are such that side street traffic experiences delays and are backed up through the railroad crossing adjacent to the highway. The past accident record shows some accident problems at the intersection which are a type preventable by traffic signals. The railroad crossing has not shown evidence of recent accidents. (Possibly one and a half years ago the County, as ordered by P.U.C., provided some additional traffic control for the crossing.)

Jim Chidsey advises that this location is high on the railroad protection priority listing and that an agreement has been sent to the County for their signature and 2 1/2 percent participation. Dave Herb advises that the County has delayed signing the agreement because of a possible relocation of this intersection. It was decided that the County should proceed with the agreement for signalization since relocation may be several years away.

The intersection proper was discussed and several proposals, short-range and long-range, were shared. A short-range proposal was the installation of a three way stop. Carl Buttke indicated that the congestion from the stop for southbound traffic would be backed up through the Nyberg Road intersection during peak hour. It was determined that a right turn lane would need to be constructed with a three way stop to allow a free right turn across the railroad track. Bill Geibel was going to look at the cost of a right turn lane. The Transportation Commission would need to take action on stopping the State highway.



REGION I

RE RME RCE OE TE

UE SO RSM RSC

RBI ENV LOC FAE

Another proposal would signalize the intersection as part of the railroad grade crossing protection under Title II. Jim Chidsey advises that if the intersection directly affects the railroad crossing, that Title II monies from the railroad protection project may be used at the intersection. The improvement for the intersection will require, in addition to the railroad protection, a two phase actuated signal and redesign of the intersection.

The City is anxious to realign this leg of the Sherwood-Tualatin Road with Nyberg Road. They asked Jim Chidsey whether a project to realign could be financed under the Title II funding. Chidsey asked for a reasonable estimate from the City so he might check out the cost of such a project with the Federal people.

Boones Ferry Road at Nyberg Road

The condition of concern at this intersection is the right turn permitted without stopping from Boones Ferry Road onto Nyberg Road. The City is getting complaints that the vehicle stopped on the north approach of Boones Ferry Road is unable to determine or make a left turn onto Nyberg Road with this condition existing. It was explained by Carl Buttke that again the heavy right turn needed the additional capacity to function and would be undesirable for providing a full stop for that leg of the intersection. Yvonne Addington asked if there was any sign that could be posted on the north approach to advise the motorists that the movement is allowed to move without stopping. She was advised that there is no standard signing of this type. The accident record shows that there has been no reported accidents because of this traffic control.

It was decided that the best way to handle the situation was to promote the signal project at this location. The City advised that they have monies available to 100 percent finance the traffic signal at this location. They requested that the State Highway Division design and contract a project. We shared that this could be done by agreement.

The City wanted to have another meeting on the 5th of July at 9 a.m. to discuss the information that has been gathered to determine where each of these projects should be heading. It is intended that the Highway Division have someone from County/City to discuss the needed agreements to form a traffic signal project at Boones Ferry Road and Nyberg Road. The City is also interested in contracting a traffic signal at Nyberg and 80th Avenue with their own funds.

RWF/lms/ggw

cc: L.E. George
E.L. Hardt
Jim Chidsey
W.W. Geibel

.1978 Eagle Cr. (Middle) 8826
.Bridge Sec. E. of Baker.
.(structure)

CA 6407 1-30-78

220

PE

AD 405 – $1280

CC 1882 $300 $980

Bridge design - $1,009.21

AD 52 CC 1938

$3,240

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1130

HIGHWAY DIVISION INVOICE

NO. 130755

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-4-80	CC 2059		201-1097-297

BAKERCØ

Baker County Court
Courthouse
Baker, OR 97814
ATTN: Honorable Dennis L. Fuller,
County Judge

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Eagle Creek (Middle) Bridge This is a Safer OFF SYSTEM Project No. SOS-0100(1)			
Cost of Project			$172,562.86
Less Federal Funds			147,886.85
Less County Advance Deposit			24,520.00
AMOUNT DUE FINAL			$156.01

F826

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-4-80	CC 2059	

CREDIT DISTRIBUTION

201-1950-297
201-1097-297

BILL TO: Code:

Baker County Court

Courthouse

Baker, Oregon 97814

Attn: Honorable Dennis L. Fuller, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Eagle Creek (Middle) Bridge This is a Safer OFF SYSTEM Project No. SOS-0100(1)			
Cost of Project			$172,562.86
Less Federal Funds			147,886.85
Less County Advance Deposit			24,520.00
YET DUE STATE			$ 156.01
(Please send copy of itemized statement with billing).			

Advance Deposit Amount	980.00 $ 23,240.00
Advance Deposit Previously Transferred to Highway Fund	$ 19,220.00
Balance	$ 5,300.00
Transfer to Highway Fund	$ 5,300.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1882 & CC 1938

Amount Due . . . . . $ 156.01

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-4-80

COUNTY Baker **Contract No.** 8826 **Date Completed** 4-20-79

PROJECT # SOS-0100(1) **Section** Eagle Creek (Middle) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 13,034.42
Construction		
Payment to Contractors		146,047.80
Engineering		13,480.64
		$159,528.44
Total Cost of Project		$172,562.86
Federal Funds Collected		147,886.85
County's Share of project costs are as follows:		
Project Costs		$172,562.86
Less Federal Funds		147,886.85
Less County Advance Deposit	P.E.	1,280.00
	Construction	23,240.00
YET DUE STATE		$ 156.01

Reference: Billing Form CC 2057

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Eagle Creek (Middle) Bridge Section Baker County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 13,008.97	
	Construction Type Code X080 Structure, Br. #16362 (Sta. 30+40 To Sta. 31+50) Final Contract Payment Summary	Lump Sum			146,047.80	
	Construction Engineering State	All Required			13,305.52	
	Total Participating Costs				$172,362.29	
	Nonparticipating Items Preliminary Engineering-State	All Required			25.45	
	Construction Engineering-State	All Required			157.90	
	Total Nonparticipating Costs				$ 183.35	
	Total Project Costs				$172,545.64	

Prepared based on Participating Costs as shown on Federal Billing as of 7/17/80

AMOUNT CARRIED FORWARD

SOS 311

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	SOS-100(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-24-78 To: 3-14-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 13,034.42	$ 13,008.97	85.80%	$ 11,161.70	$ 11,161.70	$ 0.00
159,511.22	159,353.32	85.80%	136,725.15	136,725.15	0.00
$172,545.64	$172,362.29	85.80%	$147,886.85	$147,886.85	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	7-16-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

TOTAL TO DATE JOB COST SUMMARY — JULY 1980 — PAGE

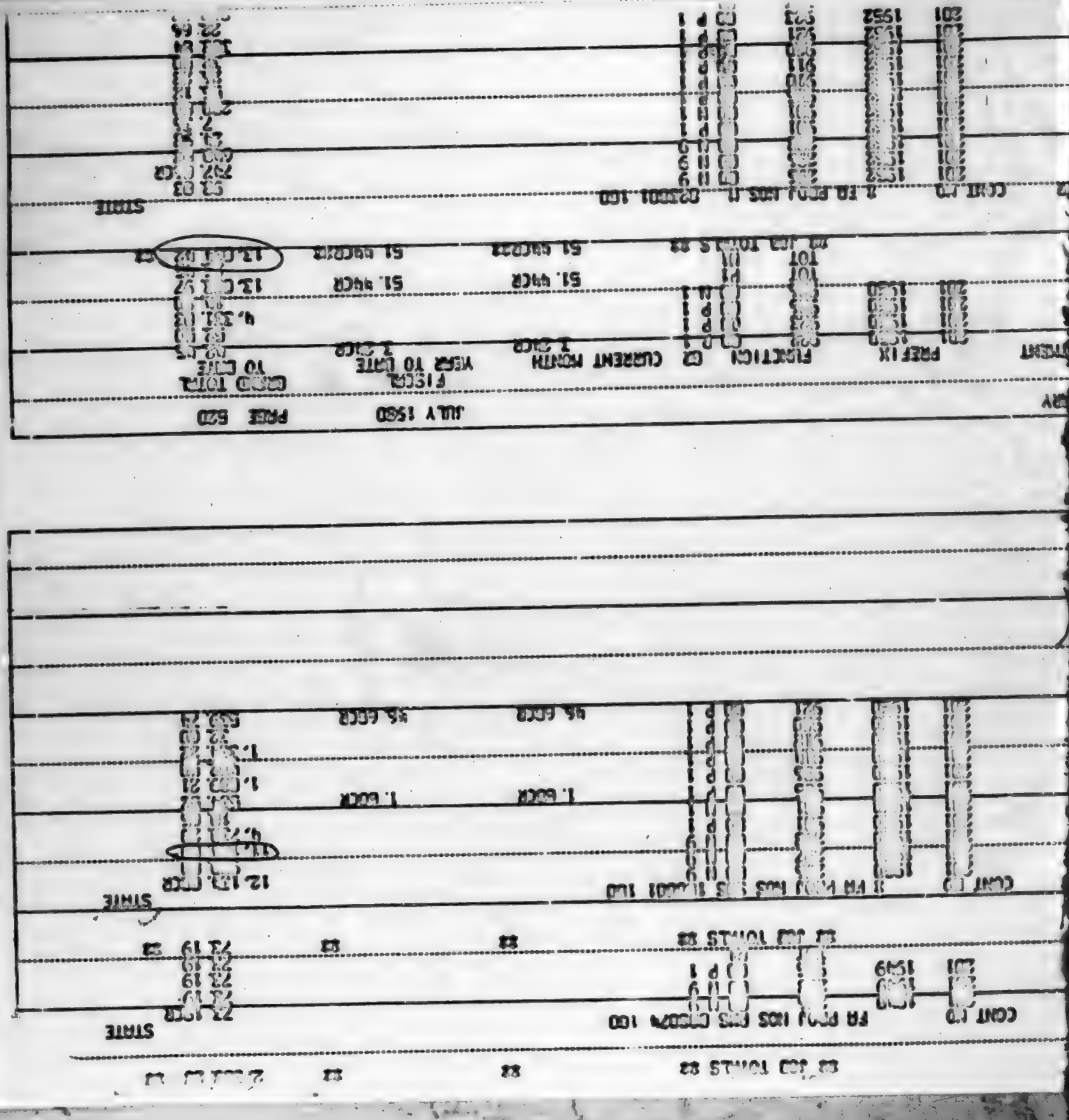
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	CR	CURRENT MONTH	FISCAL YEAR TO DATE	TO
	135 1074	000	00 N 1			
	135 1074	000	00 P 1			
	135 1074	000	00 D 1			
	135 1074	000	00 P 1			
		TOT	P1			
		TOT	N1			
		** JOB TOTALS **		**	**	
EAGLE CRK BR SEC	CONT NO 8826 X FA PROJ NOS S0S 100001 100					
	201 1097	201	00 P 1			
	201 1097	297	00 N 9			
	201 1097	203	00 N 9			
	201 1097	000	00 P 1	51.44	51.44	
	201 1097	000	00 N 1	17.22	17.22	
	201 1097	000	10 P 1			
	201 1097	000	00 D 1			
	201 1097	000	00 P 1			
		TOT	P1	51.44	51.44	
		TOT	N1	17.22	17.22	
		** JOB TOTALS **		68.66 **	68.66 **	
SPKR XING GREEN RD SECT	CONT NO	FA PROJ NOS I.R00005015 100				
	202 1091	205	01 P 1			
	202 1091	000	01 N 1			
	202 1091	000	02 P 1			
	202 1091	000	01 P 1			
	202 1091	000	00 N 99	56.23CR	56.23CR	
	202 1091	000	00 N 99	56.23	56.23	
	202 1091	000	00 P 1			
	202 1091	000	00 P 1	372.73	372.73	
	202 1091	000	00 P 1			
	202 1091	000	00 P 1			
	202 1091	000	00 P 1			
		TOT	P1	372.73	372.73	
		TOT	N1			
		** JOB TOTALS **		372.73 **	372.73 **	
SPRRXING @ TROUPH-GRANGER	CONT NO	X FA PROJ NOS I.R00005022 100				
	202 1092	270	01 P 1			

PREFIX		FUNCTION		CR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS	
135	1073	200	00	N	1				78	80
135	1074	200	00	N	1				78	80
135	1074	200	01	P	1				78	80
135	1074	200	00	P	1				78	80
135	1074	200	00	N	9				78	80
135	1074	200	00	N	9				78	80
135	1074	200	00	P	1				78	80
135	1074	300	00	N	1				78	80
135	1074	300	00	P	1				78	80
135	1074	305	00	P	1				78	80
		TOT	P1							
		TOT	M1							
		** JOB TOTALS **				**	**	**		

CONT TO 8326 & FA PROJ NOS 500 100001 100									STATE	
201	1097	201	00	P	1				79	79
201	1097	200	00	N	9				79	80
201	1097	297	00	N	9				79	79
201	1097	203	00	N	9				79	80
201	1097	300	00	P	1	51.94	51.94		79	80
201	1097	300	00	N	1	17.22	17.22		78	80
201	1097	300	10	P	1				79	79
201	1097	300	00	P	1				79	79
201	1097	300	00	P	1				79	79
		TOT	P1			51.94	51.94			
		TOT	M1			17.22	17.22			
		** JOB TOTALS **				69.16 **	69.16 **			

CONT TO		FA PROJ NOS 1.00000S015 100							STATE	
202	1091	205	01	P	1				79	80
202	1091	200	01	N	1				79	80
202	1091	200	02	P	1				79	80
202	1091	200	01	P	1				79	80
202	1091	200	00	P	1				79	80
202	1091	200	00	N	9	55.23CR	55.23CR		79	80
202	1091	200	00	N	9	55.23	55.23		79	80
202	1091	200	00	P	1				79	80
202	1091	900	00	P	1				79	80
202	1091	915	00	P	1	372.73	372.73		79	80
202	1091	915	01	P	1				79	80
202	1091	900	00	P	1				79	80
		TOT	P1			372.73	372.73			
		TOT	M1							
		** JOB TOTALS **				372.73 **	372.73 **			

CONT TO		X FA PROJ NOS 1.00000S022 100							STATE	
202	1092	270	01	P	1				78	80



8826

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

3-14-9 (PPM 20-5) For "Off-System" Project

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-0100(1)	Baker	Oregon 8826

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental work, involved construction of a bridge over Eagle Creek. The Structure, No. 16362, is 110 feet long and has a roadway width of 28 feet. All the work, completed on April 20, 1979, was performed on the Eagle Creek (Middle) Bridge Section of County Road No. 980 (Sawmill Lane) approximately 30 miles east of Baker in Baker County.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Construction Co.	$ 143,926.00

7. *CERTIFICATION:* *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* [signature]

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR MAR 19 '80 REFER TO [signature] FOR File Info Invest R/D D/R Sign Act

3/19 cy

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet) TYPE CODE NUMBER	ROADBED NET LENGTH (Miles)	ROADBED BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN NET LENGTH (Miles)
			X080	0.021

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	6-27-79

12. IN COMPANY WITH

J. Schlieski, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE [signature] David B. Carter		16. SIGNATURE [signature] G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-14-80	17. TITLE Field Operations Engineer	18. DATE 3-14-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8826

June 7, 1979

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

Gentlemen:

Contract No. 8826 awarded to Hamilton Construction Co. for the Eagle Creek (Middle) Bridge on County Road 980 (Sawmill Lane) in Baker County was completed on April 20, 1979, and accepted by the State Highway Engineer on June 6, 1979.

Final payment in the amount of $7,305.91 will be released to the contractor after June 12, 1979. The total contract amount is $146,047.80 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8826 Construction Narrative Report

Subject: Eagle Cr. (Middle) Br.
County Road 980
Baker County

5-3-79

Contractor: Hamilton Const. Co.
Contract No. 8826
Work: Structure

The contract was awarded on November 17, 1978 with work commencing on November 30, 1978. The work was completed on April 20, 1979.

Work began with excavation at Bt. 1 and Bt. 2 . The footing foundation was suitable at plan elevation, tight gravels and boulders intermixed at both Bents.

Excavation Quantity:

It appears that the original excavation quantities were in error. The Rip Rap excavation was included under Structure excavation. The Rip Rap quantity came out as per plan but structure excavation was almost doubled.

Structure Design:

It is recommended that slotted holes be allowed in the structural steel diaphragms where they must bolt up to the prestress beam inserts. We currently have very little tolerance at these connections. Overall bolting in the diaphragms worked well.

Prestress Beam Inserts:

On recent projects the contractor has had problems cleaning out the structural inserts placed in prestressed members. I'd recommend that part of the inspection at the prestress yard include checking the inserts more carefully.

Concrete Shim Block:

Possibly another design of shim block could be used with this type of structure. Due to the super or crown of the structure the shim blocks lay on a slope.The prestress beams are lowered level. When the beam makes contact with the shim block it creates a point load which crushes or fractures the shim block.

Structure Rail and Guard Rail:

Standard Guard Rail Drwg. No. 2126a shows a minimum taper of 1 in 10. The plans call for a 2 in 10 taper. The guardrail was manufactured with a bend at the bridge post for a 2 in 10 taper, this taper coincides with the bend of the brush rail to the first wooden post.The 2 in 10 taper either has to eliminate the block on the first post or start the taper 12½ feet from the end of the structure.

Suspension of Work:

On January 2, 1979 work was suspended due to unsuitable weather conditions for satisfactory performance of the work. The calendar day count was resumed on April 3, 1979 giving a total used of 51 calendar days to complete project.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 31 1979
File: PM FA
TAA _____ LG OP

Constuction Narrative Report

Structure Opened:

Structure opened to traffic on April 20, 1979.

General Comments:

On contracts where the county is to construct the approaches and guardrail, I think these details should be shown on the plans and the County held to constructing a reasonable facsimile of what was agreed to during location etc.

Prepared by: Terry Nichols

For: Joe Schlieski
Res. Engr.
5-8-79

8826

Report # 22 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Eagle Creek (Middle) Bridge		WEEK ENDING: April 27, 1979
		SECTION PREFIX: 201-1097
HIGHWAY: County Road 980		COUNTY: Baker
NAME OF JOB: Eagle Creek (Middle) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 8826	FEDERAL AID PROJECT NUMBER: SOS-0100(1)
DATE OF CONTRACT: November 17, 1978	DATE WORK STARTED: November 27, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 30
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 33
PROJECT AUTHORIZATION: $ 163,583.01		
EXCLUSIVE OF ENGINEERING: $ 150,611.67	ENGINEERING AUTHORIZATION $ 12,971.34	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 150,611.67	ENGINEERING COST TO DATE $ 4,574.71	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
	This Week $197.74	
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 35 %	DATE PROJECT WAS COMPLETED: April 20, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13632							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22				Completion date 4-20-79
MONDAY 23				
TUESDAY 24				
WEDNESDAY 25				
THURSDAY 26				
FRIDAY 27				
SATURDAY 21				

RECEIVED
APR 30 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 22	No activity
23 MONDAY	County forces working on roadway fill and erecting gurard rail.
24 TUESDAY	County forces erecting guard rail
25 WEDNESDAY	No activity
26 THURSDAY	No activity
27 FRIDAY	No activity
SATURDAY 21	No activity

REMARKS

STATUS: Structure completed

Next Week: Plan to submit final records to Region

RECEIVED

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

8126

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 12, 1979

FROM: R. D. Hector
Region Construction Engineer

SUBJECT: Eagle Creek Bridge Project

TO: Walt Hart
Bridge Engineer

NOTED
E. S. HUNTER

S A L E M

Today I visited the Eagle Creek Bridge project near Richland in Baker County. This is a typical small bridge project which we are doing for the County. I observed a construction problem which occurs in several of these kinds of projects and I am writing this note to you to describe the problem and to recommend a solution.

The plans which we developed for biding and construction plans are essentially a set of bridge plans. They show guard rail by others and only a portion of the fill of which the entire fill is to be constructed by others. Others being the County.

On this particular bridge, the contract work was almost complete and the County was out there trying to build the end fills. The problem was that they were not at all concerned with such things as approach grades and fill compaction adjacent to the bents. Pit run 8 or 10 inch minus was being shoved into placewith a cat. This fill will surely compact and the County will have a bump at the bridge ends. My object is not to belittle the County efforts, but I would suggest that we can do some things so that the public will be better served.

First, I would like to see the grade as established by the locating engineer put on the plans. Also, some note on the plan relative to proper fill construction may be appropriate. These details should be on the plans that the Local Government approves. It is probably necessary that the Federal Aid Engineer discuss construction technique of any local government obligations with the Court at the time they approve the plan.

The Resident Engineer can give the local government construction advice and establish slope stakes for them if they need it.

As a starting point, I am recommending to you that additional information be shown on the plans.

RDH:vt
cc: H. Versteeg
C. T. Keasey
D. H. Moehring
E. S. Hunter
R. C. Lang

RECEIVED TECHNICAL SERVICES
APR 20 '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invoice
Info

8826

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-4-78	CC 1938	

CREDIT DISTRIBUTION

PE 201-1950

Constr. 201-1097

BILL TO: Code:

Baker County Court

Courthouse

Baker, Oregon 97814

Hon. Dennis L. Fuller-County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the Eagle Creek (Middle) Bridge Section SOS-0100(1) Contract #8826 AD526 AD405 CC1882			

Advance Deposit Amount	$	1,280.00 23,240.00
Advance Deposit Previously Transferred to Highway Fund	$	980.00
Balance	$	23,540.00
Transfer to Highway Fund	$	18,240.00
Refund Due	$	

Amount Due . . . . . $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:

Harold Reynolds<u>o</u>n

Approved:

Gerald W. Wimer

SP*35736-734

8826

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-115		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Baker
MODIFICATION NUMBER 1	12-78	Project Number SOS-0100(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,000.00	$ 176,583.00
Federal funds	$ 7,720.00	$ 151,508.00
Other revisions		

This modification is made for the following reasons:

Addition of construction phase and increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Dunton

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

file

Oregon State Highway Division
Salem, Oregon, November 20, 1978

Federal Aid Project
No. SOS-0100(1)

Eagle Creek (Middle) Bridge Section
Baker County

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering			
Preliminary Engineering	All Required		$ 13,000.00
	Total		$ 13,000.00
Type Code X080			
Structure, Br. #16362 (Sta. 30+40 to Sta. 31+50)			
Mobilization	All Required		$ 14,000.00
Bridge Removal and Salvage Work	All Required		4,000.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	275 Cu.Yd.	$ 9.00	2,475.00
Structure Excavation Below Elevations Shown	30 Cu.Yd.	15.00	450.00
Class "B" Asphalt Concrete 2 inches Thick	345 Sq.Yd.	8.00	2,760.00
Structural Concrete, Class 3300	All Required		24,000.00
110'/115' Deck Bulb Tee Prestressed Beams	5 Each	14,000.00	70,000.00
Reinforcement (19,600 lbs.)	All Required		6,500.00
Diaphragm Beams	All Required		2,200.00
Metal Rail with Tubing	213 Lin.Ft.	37.00	7,881.00
Guard Rail in Stockpile	All Required		1,700.00
Loose Riprap, Class 700	185 Cu.Yd.	16.00	2,960.00
			$143,926.00
Anticipated Items			
Roadside Seeding and Mulching	All Required		$ 200.00
	Subtotal		$144,126.00
	Engineering		19,457.00
	Total		$163,583.00

Oregon State Highway Division
Salem, Oregon, November 20, 1978

Federal Aid Project
No. SOS-0100(1)

Length of Project 0.021 Mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 13,000.00	$ 11,154.00	$ 1,846.00
Structure	163,583.00	140,354.00	23,229.00
Total	$176,583.00	$151,508.00	$25,075.00

Group 1 100%

Contract No. 8826

Prefix No. 201-1950

Prefix No. 201-1097

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 6-78	FEDERAL-AID PROJECT AGREEMENT 6-7-78	County Baker
		Project No. SOS-0100(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1 mile N.W. of Richland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-24-78	0.02
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,000.00	$ 7,720.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E.S. Hunter

Technical Services Engineer
(Title)

By Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 7 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon - June 1, 1978

Federal Aid Project
No. SOS-0100 (1)

EAGLE CREEK (MIDDLE) BRIDGE SECTION
BAKER COUNTY

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 9,000.00
		$ 9,000.00

Length of Project: 0.02 Miles

Summary of Funds

Description	Total Costs	Federal Funds	County Funds
Preliminary Engineering	$ 9,000	$ 7,720	$ 1,280
Retain in PS&E			
One Bridge Structure	125,350	107,520	17,830
Total	$134,350	$115,240	$19,110

Prefix 201-1950
Group 1

#8826

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 29, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8826 for the Eagle Creek (Middle) Bridge on County Road 980 (Sawmill Lane) in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Hanson & Rowland, Inc. of Oregon
1939 Georgia Pacific Bldg.
Portland, OR 97204

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimms
Wendell Schwartz
Joseph Schlieski

TELEX 32-7413

Hansen & Rowland Inc. / WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / 627-1161

"Since 1890"

November 21, 1978

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract No. 8826 Eagle Creek (Middle) Bridge
Contractor - Hamilton Construction Co.

Dear Sirs:

In accordance with the request of Hamilton Construction Co., per photo-copy of their letter to us dated November 20, 1978 attached, we enclose herewith two copies of the executed contract and performance bond.

Sincerely,

Karen Smith

Karen Smith
Bond Dept.

cc: Hamilton Construction Co.
Att: Mr. J. R. Axtell
P.O. Box 659
Springfield, Oregon 97477

RECEIVED
NOV 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2428

November 20, 1978

Hansen & Rowland Inc.
P. O. Box 1633
Tacoma, Washington 98401

Re : O.S.H.D. Contract Number 8826 -Eagle Creek Bridge

Attention: Mr. H. T. Duren

Dear Herb:

Enclosed are two (2) copies of the contract that we are entering into with the State of Oregon. Would you please complete the Performance and Payment Bond Section and send both copies to:

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Thank you for attending to this matter for us. If you need any additional information, please call.

Very truly yours,

HAMILTON CONSTRUCTION CO.

J. R. Axtell

RECEIVED
NOV 22 1978
COMMISSION
DEPARTMENT OF TRANSPORTATION

8826

bbc C. T. Keasey
Robert Church
Walt Hart
W. E. Schwartz
Joseph Schlieski
Don Trout
SAIF
Fran

November 17, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on October 31 accepted your proposal for the Eagle Creek (Middle) Bridge on County Road 980 (Sawmill Lane) in Baker County for the sum of $143,926 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Baker County and when the sum of $23,240 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8826.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 30, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bc w/ #526 - Vern Skoog-Please return completed AD #526 when check is received.

Reg. 5 Fed. Aid Spec.
Roger Lang

October 27, 1978

Baker County Court
Courthouse
Baker, OR 97814

CG 1938

Attn: Hon. Dennis L. Fuller
County Judge

Gentlemen:

On October 26, 1978 a satisfactory bid was received from Hamilton Construction Co., P.O. Box 771, Springfield, Oregon 97477 for the Eagle Creek (Middle) Bridge Section, SOS-0100(1).

This is an Off-System project and, based upon the contractor's bid, the County's advance deposit is as follows:

Bid Items	$143,926.00
Seeding and Mulching	200.00
4½% Contingencies	6,485.67
9% Engineering	12,971.34
Est. Total Construction Costs	$163,583.01
Plus Est. P.E. Costs	12,553.14
Less Bridge Design	1,009.21
Est. Total Project Costs	$175,126.91
14% of $175,126.91 =	$ 24,517.77
Less PE Advance Deposit	1,280.00
County Share would then be	$ 23,237.77

By rounding the $23,237.77, advance deposit is $23,240.00.

Please make your check in the amount of $23,240.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than November 17, 1978.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

G. W. Wimer
Local Government Manager

HR:lml

N & R

8426

Baker

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/20/78
Donald L Routt

10-26-78 Bid Letting _____ All Clear Deadline

SECTION EAGLE CREEK (MIDDLE) BRIDGE
Highway Sawmill Lane
County Baker Region 5
Type of Work Structure Funds US
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	Applied for
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8926

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION V OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone - 963-3177

October 2, 1978

Mr. Gary L. Bowling
Baker County Roadmaster
3055 11th
Baker, Oregon 97814

Dear Gary:

RE: Eagle Cr. (Middle) Bridge Section, Sawmill Lane, Baker County Project OS-0100(1)

Enclosed are two sets of revised advance detail plans for the Middle Bridge on Eagle Creek.

The plans have been revised to conform with your suggested revisions in your letter of September 26, 1978 except for the elimination of the guardrail anchor assembly. The Type I anchor assembly meets the minimum requirements for guardrail installations and has proven its worth many times. This is not an expensive item, nor is it difficult to install. I have enclosed Standard Drawings Nos. 2126, 2126A, and 2126B which detail Type 2A guardrail and Type I anchors.

Please review the revised plans and if found to be acceptable, present them to the Court for their approval. After signing, please return one set to me.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:sh
Enclosures

cc Len Wallace
Gerald Wimer

PROJECT MANAGEMENT
CCE
FAE
OCT 1978

Form 81-734 3123

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1978

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE
EAGLE CK BR. MIDDLE. #980	CONT NO		FA PROJ NOS SOS 100001 100				
	201	1950	296 00 N 9		980.00CR		8,700.00CR
	201	1950	297 00 N 9		980.00		980.00
	201	1950	298 00 N 9				7,720.00
	201	1950	901 00 P 1		27.56		56.38
	201	1950	905 00 P 1		139.89		493.72
	201	1950	906 00 P 1	Bridge	974.97	Design	1,009.21
	201	1950	910 00 P 1				110.89
	201	1950	918 00 P 1				206.27
	201	1950	921 00 P 1		298.54		298.54
	201	1950	922 00 P 1		32.27		32.27
	201	1950	923 00 P 1		31.50		32.50
	201	1950	926 00 P 1		351.96		351.96
	201	1950	926 00 N 1				
			TOT P1		1,856.76		2,619.02
			TOT N1				
			** JOB TOTALS **		1,856.76	**	2,619.02
ELM ST-MT HOPE CEM. BAKER	CONT NO	8	FA PROJ NOS M 823001 100				
	201	1952	296 00 N 9				649.03CR
	201	1952	298 00 N 9				649.03
	201	1952	901 00 P 1				
	201	1952	901 00 N 1				
	201	1952	905 00 P 1				
	201	1952	910 00 P 1				
	201	1952	911 00 P 1				
	201	1952	920 00 P 1				
	201	1952	921 00 P 1				
	201	1952	923 00 P 1				
			TOT P1				
			TOT N1				
			** JOB TOTALS **			**	
SPRR XING @ LUSBG-GRANGR	CONT NO		FA PROJ NOS RR00005023 100				
	202	1948	905 00 P 1				
			TOT P1				
			** JOB TOTALS **			**	
SPRR XING @ WREN RD (WREN)	CONT NO		FA PROJ NOS RR00005015 100				
	202	1949	296 00 N 9				.26CR
	202	1949	298 00 N 9				.26
	202	1949	905 00 P 1				
	202	1949	914 00 P 1				
			TOT P1				
			** JOB TOTALS **			**	

9-78

8888

DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
080	CONT NO		FA PROJ NOS SOS 100001 100						STATE
	201 1950	296	00 N 9		980.00CR		8,700.00CR	8,700.00CR	
	201 1950	297	00 N 9		980.00		980.00	980.00	
	201 1950	298	00 N 9				7,720.00	7,720.00	
	201 1950	901	00 P 1		22.56		56.35	4,730.20	
	201 1950	905	00 P 1		139.97		495.72	525.42	
	201 1950	906	00 P 1	Bridge	974.97	Design	1,009.21	1,009.21	
	201 1950	919	00 P 1				116.20	229.22	
	201 1950	918	00 P 1				206.27	1,334.22	
	201 1950	921	00 P 1		298.54		298.54	298.54	
	201 1950	922	00 P 1		32.27		32.27	32.27	
	201 1950	923	00 P 1		31.50		52.50	52.50	
	201 1950	926	00 P 1		351.96		351.96	4,331.03	
	201 1950	926	00 N 1					14.80	
		TOT	P1		1,856.76		2,619.02	12,538.34	
		TOT	N1					14.80	
		## JOB TOTALS ##			1,856.76 ##		2,619.02 ##	12,553.14 ##	
KER	CONT NO	S FA PROJ NOS M	B23001 100						STATE
	201 1952	296	00 N 9				649.03CR	649.03CR	
	201 1952	298	00 N 9				649.03	649.03	
	201 1952	901	00 P 1					29.98	
	201 1952	901	00 N 1					7.36	
	201 1952	905	00 P 1					280.00	
	201 1952	919	00 P 1					55.12	
	201 1952	917	00 P 1					26.28	
	201 1952	920	00 P 1					32.50	
	201 1952	921	00 P 1					298.83	
	201 1952	923	00 P 1					22.64	
		TOT	P1					830.38	
		TOT	N1					7.36	
		## JOB TOTALS ##			##		##	837.74 ##	
GRANGER	CONT NO		FA PROJ NOS RR00005023 100					00	STATE
	202 1948	905	00 P 1					86.35	
		TOT	P1					86.35	
		## JOB TOTALS ##			##		##	86.35 ##	
(PEND)	CONT NO		FA PROJ NOS RR00005018 100					00	STATE
	202 1949	296	00 N 9				26CR	276.83CR	
	202 1949	298	00 N 9				.26	276.83	
	202 1949	905	00 P 1					87.35	
	202 1949	914	00 P 1					220.24	
		TOT	P1					307.59	
		## JOB TOTALS ##			##		##	307.59 ##	

8826

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9-28-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-0100(1)

STATE PROJECT NO. See below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80203

TO:
Mr. F. B. Klaboe
Asst. Director for Operation
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-24-78	9-28-78	Non Federal-aid	County Road

GENERAL LOCATION: Eagle Creek (Middle) Bridge Section

GENERAL DESCRIPTION OF WORK: Authorization to advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 9-20-78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
B. KLABOE
10-6

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-78	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 8-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—426-787

8826

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Baker County Court
Courthouse
Baker, OR 97814

Attention of Hon. Dennis L. Fuller
Co. Judge

Request No. (assigned by staff engineer or head of section) cc 1882

Date August 28, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: PE Advance Deposit $1,280

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$ 300	
		To be transferred to State Hwy. funds for the PE for the Eagle Creek (Middle) Bridge Section SOS-0100(1) Agreement # 6407 (AD 405)		$980

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,280

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 201-1950

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8826

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

June 30, 1978

FROM: David W. Bryson
Hydraulics Specialist

TO: F I L E

SUBJECT: Eagle Creek (Middle) Bridge (505)
Sawmill Plano
Baker County

PROJECT MANAGEMENT
CCE ☐ OM ☐
FAE ☐ OPE ☐
JUL 5 1978
TAA
File: PM FA
LG OP

The proposed structure will replace an existing 100-foot steel pony truss on a slightly improved alignment.

Hydrology

Eagle Creek is a north-south tributary of the Powder River and drains an area of approximately 193 square miles above the proposed bridge site. The U.S. Geological Survey has maintained a recording gage (No. 13-2882) approximately 8½ miles upstream above Skull Creek. Estimated peak flows at the bridge site based on this gage data are listed below. These values have not been adjusted to reflect the difference in drainage area between the gage and the bridge as there is considerable floodplain storage available between the gage and the bridge. This floodplain storage tends to maintain or reduce the peak flows measured at the gage despite the additional drainage area.

The frequency curve was obtained using the Log-Normal type distribution as this statistical distribution best fit the available data. Nineteen years of record were available (1957-1976). Since the frequency curve was derived using data which represents a small portion of the total history of the creek, the results obtained are reliable within a range of values known as the confidence limits. The 5 percent confidence limit means there is a 5 percent chance the actual peak flow may exceed the value listed in the following table under the 5 percent confidence limit. Assuming a 50-year structure life, there is an 87 percent chance (risk) that the 25-year design flood will be exceeded one or more times and a 39 percent chance that the 100-year flood will be exceeded one or more times during the life of the structure.

Recurrence Frequency	Estimated Peak Flow	5% Confidence Limit
5-year	2915 cfs	3580 cfs
10-year	3385 cfs	4255 cfs
25-year	3970 cfs	5395 cfs
50-year	4405 cfs	6125 cfs
100-year	4830 cfs	6810 cfs

The largest flood of record occurred on July 12, 1975 when a discharge of 5310 cfs (220-year recurrence frequency) was measured at the gage.

Hydraulic Design

The 25-year flood of 3970 cfs was chosen as the design flood with an estimated highwater elevation of approximately 2218.9 feet (MSL) which corresponds to bankful stage at the bridge. Once the creek overflows its banks, a large increase in discharge results in a small increase in stage due to the large floodplain adjacent to the creek.

From information provided by Walt Forsea, property owner adjacent to the creek, the highwater elevation during the 1975 flood was approximately 2219.5 feet (MSL) and that approximately 300 feet of the east road approach had water flowing about 12 inches deep across it. The existing structure creates approximately 1.6 feet of backwater during a 25-year flood and approximately 2.3 feet of backwater during a 100-year flood. There has been a drift problem experienced at the existing bridge which has been attributed to bank erosion and loss of bank vegetation (trees, bushes, etc.). A scour problem has also been experienced at the existing bridge where the western abutment was undermined during the 1975 flood.

A 110-foot single span with vertical abutments was investigated and the following results were obtained. Backwater from the 100-year flood is approximately 2.3 feet (same as the existing structure) and approximately 1.0 feet during a 25-year flood. It is suggested that 3 feet of drift clearance be provided between the bottom of the beams and the design highwater elevation. A slightly longer structure is suggested since the existing road overflow area will be eliminated by the new road approaches.

It is also suggested that a culvert be placed across the roadway at about Station 34± to drain the bank overflow area.

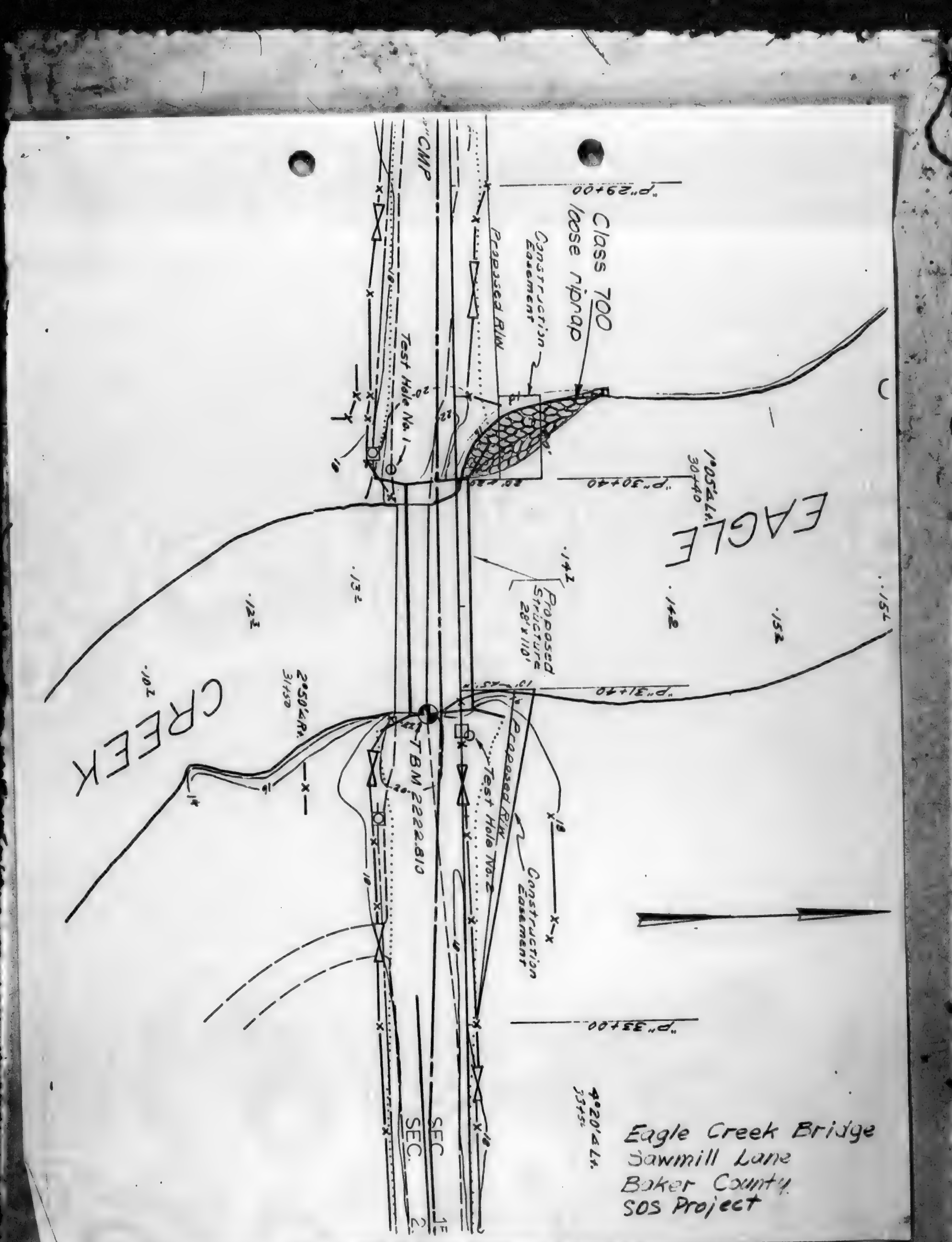
Riprap

It is suggested that the toe of abutments and wingwalls be protected with a 3-foot blanket of Class 700 loose riprap. A filter blanket will be required and this may be a 9-inch layer 4"-0 to 6"-0 river run or crushed rock material. The riprap should be placed in a toe trench. It is also suggested that the northwest creek bank be riprapped as shown on the attached sketch which will better direct the flow of water through the bridge opening. This riprap protection should be keyed into the creek bank as shown on the attached sketch.

Attachment

DWB:mc

cc Frank E. Terpin
W. J. Hart
Jack Davis
Duane Christensen
Don Harwell
W. F. Schwartz



Eagle Creek Bridge
Sawmill Lane
Baker County
SOS Project

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1975)
Discharge - cfs / m^3/s	3970	4830	5310
Frequency - yrs.	25	100	220
H.W. Elevation Natural Channel ft. / m.			
H.W. Elevation Channel Change ft. / m.	2218.9	2219.3	2219.5
Average Velocity fps / mps	10-11	11-12	11.5-12.5

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Eagle Creek (Middle) Bridge
Sawmill Lane
Baker County

COMPILED BY: Dave Bryson

DATE: June 14, 1978

8826

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Eagle Creek (Middle) Bridge SOS

Highway Sawmill Lane Co. Rd. #980

County Baker

Date May 9, 1978, 19

Authorization No. 1

Survey Prefix 201-1453 (Assigned by Salem office)

Description of termini, route, length, etc.: Eagle Creek Crossing

Purpose of survey: Prepare Bridge Plans

Estimate of cost:

Structural Design	906	4,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 4,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Benson
Location Engineer

Approved:

J. H. Wurstner
Tech. Serv. Mgr. — Assistant State Highway Engineer

SP*23004-734

8826

****** LOCATION NARRATIVE REPORT ******

5-8-78

Subject: Eagle Cr. (Sawmill Lane) Bridge
County Road # 980
SOS -0100(-)
Baker County

Work to be done: Bridge Reconstruction
Minor alignment Revision

The proposed project is the reconstruction of an existing bridge approximately 1½ miles west of Richland across Eagle Creek on Sawmill Lane. The contracted work will be only the structure and the placement of any riprap that is controlled by the structure.

Existing Structure: 100' steel pony truss clear span with 16' wide timber deck on concrete abutments. The westerly abutment has previously been undermined by scour and settled. A new beam seat was poured to repair the damaged abutment.

Proposed Structure: The County's request is for a 28' roadway, 100' clear span. We propose a bottom of beam elevation of 2222.0 with 110'/115' integral deck bulb tee prestressed beams, supported on concrete abutments on spread footings. We have estimated the bottom of footing elevation to be approximately 2205. The structure finish grade will be controlled by the required stream clearance; the structure will be built on a tangent, flat grade approximately 4' above the existing roadway. The County will construct the approach embankments to match the new structure. To emphasize the type of structure we want - the structure will be straight and flat (no curves, or super), with the finish grade controlled by the required stream clearance. Baker County will take care of all grades etc., on the road approaches and end fills.

Channel Work: The channel work will consist of the removal of the existing end fills; structure foundation excavation and the backfill of these excavations; the diverting of the stream in order to complete structural excavations; the removal of existing gravel bars in the area of construction; and the placement of required riprap for the protection of the structure.

Structure Skew: The skew angle is 5 degrees as measured from a line normal to the structure centerline - to the channel alignment.

Horizontal Alignment: We have shifted the proposed structure approximately 14' upstream. With this alignment we can relieve the present dogleg on each end of the existing structure and keep the project within the existing R/W on the south side of the roadway. The County will revise the approach fills to match the existing structure.

Vertical Alignment: To maintain a bottom of beam elevation of 2222.0 it will be necessary to raise the finish grade of the structure approximately 4'. The finished structure will be the grade control. The County will match the structure with their roadwork.

Returned to Carstenson
5/8/78

Structure Waterway: The existing waterway appears to have been adequate for the drainage area involved. In the event of extreme highwater the stream overflows its banks and spreads out on adjacent farm lands. The greatest problem at this structure appears to be the scouring action of the stream depositing gravels and reducing the effective waterway opening. Apparently there has been attempts in the past to remove the gravel bars only to have the stream deposit materials back in the same location. We have proposed a slightly longer structure due to this scouring action and the width of the natural channel upstream.

Foundation: Foundation exploration work has been completed. Hole number one was drilled to 100' depth, showing sand and gravels for the first 24' then changing to clays. Hole number two was drilled only 10'. After several attempts were made at the same location, it was decided to abandon the drilling and assume foundation materials similar or better than those found in hole # one. The material was reported as being extremely hard in hole # two. Based on this information we've assumed the use of footings with the bottom of footing elevation to be about 2205 in order to protect the footing from the stream scouring action.

Scour: Scour is a considerable problem at this structure. It appears that the existing structure footings had little if any protective cover. The westerly footing has been undermined by scour and did settle. Repairs were made by pouring a new beam seat. Footings on the new structure should be lowered sufficiently to provide adequate cover and probably given the additional protection of riprap.

Erosion: There is some erosion of the stream banks as can be noted in project photos. Baker County plans to do some channel riprap work above and below this structure to contain the stream to its natural channel. This work should not affect this contract.

Drift: Also noted in the project photos is a drift problem. The present clear span has worked well. The only problem has been the building up of gravel bars at the structure which reduces the effective waterway opening. I'm not certain of any thing we can do to eliminate that problem.

Icefloes: Icefloes have been experienced at this location but with the clear span have posed no serious problems.

Riprap: The County will furnish all riprap and will place all riprap except that which may be required under the structure. Any riprap under the structure that should be placed during construction should be placed by the contractor. The County plans to stockpile riprap near the site for their work and the contractor can use material from this stockpile.

Detour: There will be no detour provided for the public. The County will close the road and provide the necessary detour signing.

Signing: The only signing the contractor will be responsible for is at the structure site. Probably "Road Closed" signs on barricades.

Right-of-Way: The County will acquire all R/W and easements that will be required. All negotiations will be with one property owner - Mr. Forsea. The existing R/W does not follow the section line but meanders on a westerly course beginning in section 14. The R/W width is 40' to the center of section 15 and 60' from there on. We attempted to re-establish the petitioned road centerline, on paper, and found that it does not follow the present alignment. Baker County will apparently straighten this out with the property owner while negotiating for additional R/W and easements. To reduce the amount of property to be taken the County and property owner are in agreement to have slope easements. Allowing the embankment slopes to be on private property and used by the land owner for grazing etc. We intend to have all R/W and easement acquisitions well started before this project is submitted to Location. The land owner has indicated his intent to donate the additional R/W and necessary easements if they can be held to a minimum.

Utilities: Idaho Power Co. maintains a 12.5 kv line along the north side of the road. With the proposed alignment we will affect only one pole - on the northeast corner of the structure. Plans are already being made to relocate this pole.

Pacific N.W. Bell Telephone Co. maintains a toll line along the south side of the road. This line is buried except right at the structure where it is aerial. Our proposal will not affect this line.

Eagle Valley Telephone Co. maintains a service line along the south side of the road. This line is aerial throughout the project and our proposal will not affect this line.

Structure Utility Holes: Both Pacific N.W. Bell and Eagle Valley Telephone Co.s have expressed an interest in placing their utility on the structure. Apparently Pacific N.W. Bell will stay on the south side of the structure and Eagle Valley Telephone will move to the north side. They both plan to use 2" rigid conduit and request that we place the 3/4" Richmond Structural Inserts on a 10' spacing +/-. They will be advised that the State will furnish only the inserts - all other hardware must be supplied by the phone company(s). We'd suggest a 4" diameter hole, down about 1'-9" through both end walls for the use of these utilities.

Existing Structure Removal: The County has requested that the existing structure be salvaged and stockpiled on the east end of the project. The structure is to be dismantled, leaving the side trusses in tact and salvaging the floor beams.

Guardrail: Guardrail will be required on all four corners of the new structure. I'd recommend the shortest possible run be used, approximately 25' on each corner. The accesses shown on the easterly end of the structure will be relocated by the County. The guardrail is to be furnished by the contractor and stockpiled at the County Shops in Baker. The rail will be installed by the County under the supervision of this office. I realize that the county has had problems placing guardrail but I'm certain with a little guidance they can do an acceptable job.

Drainage Area: Refer to the following quadrangle sheets - Halfway, Oregon-Idaho, and Sparta, Oregon.

Material Source: No material source is being designated since the County will complete all roadwork, and furnish any riprap that the contract may require. The riprap may come from mile point 28.1 on the Baker-Copperfield Highway where a considerable amount of material needs to be removed from a slide area.

Minorities: No minorities have been identified within the limits of this location project. There is no feasible alternate to this route. No residents are being displaced.

Structure Upstream: The next structure upstream is at the town of New Bridge. It is a two span prestressed concrete structure built in 1964. The main span is 89' with the second span acting as an overflow span of 49'. The only problem noted at this structure is debri. The Bridge No. is 9322 and I assume there would be some record of hydraulic studies related to this structure.

Structure Downstream: The next structure downstream is on highway 86, it is a 100' steel pony truss - Bridge No. 1122A. The only reported problem on this structure is the threatening of the end fills during highwater in 1975. Maintenance placed additional riprap protection at that time.

Game Commission: We've been unable to discuss this work with the Game Commission, Fish Biologist, Duane West todate. We anticipate no particular problems since fish runs up this stream have been eliminated by the Snake River Dams. I'm certain that where work falls in the free-flowing stream, the work area will be isolated from the stream by the use of berms, dikes, etc. Dewater from the structural excavations shall not be allowed to enter the stream, but shall be pumped into a settling basin.

Proposed Letting Date: We've assumed that this project will be let this fall and can see no particular problem. The asphaltic concrete wearing course to be placed on the bridge deck may have to be delayed until the spring of 1979.

De-icing Compounds: Baker County has indicated that they do not use any de-icing compounds or chemicals in their snow & ice removal work.

Special Provisions: No special provisions have been prepared. Our only recommendations at this time are - that the asphaltic concrete wearing course be a commercial quality mix with specified asphalt content; and that the riprap will be furnished by Baker County at the site; and finally the existing structure is to be salvaged for the County (preferably dismantled into the two trusses and the floor beams and stockpiled on the easterly end of the project.)

Cost Estimate: We have included a quantity summary and cost estimate based on the Region 5 cost analysis summary and similar local projects.

Work to be done by County:

The County plans to complete the following portions of the work:

1.) Complete all roadwork, including change in alignment, embankment, aggregate base, and leveling course.

2.) Complete all riprap work not controlled by the construction of the new structure.

3.) Furnish all riprap at the project site for the use of the contractor as required by the plans to protect the structure footings, etc.

4.) Install necessary guardrail on bridge ends.

5.) Acquire additional R/W required. Adjust road approaches, and fences.

6.) Get utilities relocated as required to clear the project.

Joseph A. Schlieski
Resident Engineer

POSSIBLE SOURCES OF ADDITIONAL INFORMATION

Gary L. Bowling	Baker County Roadmaster Baker County Road Department 3055 11th Street Baker, Oregon 97814	Phone: 523-6414 Ext. 233
Dave Petrie	Idaho Power Co. P. O. Box 648 Halfway, Oregon 97834	Phone: 742-2401
Robert Lattin	Eagle Telephone Co. Richland, Oregon	Phone: 892-3421
Peggy Gianelli	Pacific N.W. Bell Telephone Pendleton, Oregon	Phone: 276-5050
Duane West	Ore. State Game Commission Fish Biologist La Grande	Phone: 963-2138

LOCATION COST ESTIMATE AND QUANTITY SUMMAR

SECTION Eagle Creek Bridge UNIT OR PART Middle Bridge Sheet
HIGHWAY County Road No. 980 PREFIX 201-1950 COUNTY Baker

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UN PR
1		Mobilization	Lump Sum	all	11,
2		Temp. Prot. & Direct. of Traffic	Lump Sum	all	
3		Removal of Struct. & Obstructions	Lump Sum	all	2.
		(Salvage)			
4		Structure Excavation	Cu. Yd.	425	
5		Structure Exc. Below Elev. Shown	Cu. Yd.	36	
6		Shoring & Cribbing	Lump Sum	all	4.
7		Class 3300 Concrete 118 Yd³	Lump Sum	all	
8		Reinforcement	Lump Sum	all	8
9		110/115' Integrl. Deck Bulb Tee Beam	Ea.	6	13,
10		Bridge Rail w/channel	Lin. Ft.	200	
11		Type 3 Guard Rail in Stockpile	Lump Sum	all	2,
12		Type "C" End Pieces in Stockpile	Lump Sum	all	
13		Class 700 Riprap	Cu. Yd.	60	
		Contingencies @ 4½ %			
		Engineering @ 10%			
14		Class "C" or "B" Asphalt Concrete	Ton	30	
		Revised Total			

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Eagle Creek Bridge — UNIT OR PART Middle Bridge — Sheet 1 of 1

County Road No. 980 — PREFIX 201-1950 — COUNTY Baker

SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
	Mobilization	Lump Sum	all	11,970.00	11,970.00
	Temp. Prot. & Direct. of Traffic	Lump Sum	all	500.00	500.00
	Removal of Struct. & Obstructions (Salvage)	Lump Sum	all	2,500.00	2,500.00
	Structure Excavation	Cu. Yd.	425	12.00	5,100.00
	Structure Exc. Below Elev. Shown	Cu. Yd.	36	17.50	630.00
	Shoring & Cribbing	Lump Sum	all	4,000.00	4,000.00
	Class 3300 Concrete 118 Yd	Lump Sum	all	200.00	23,600.00
	Reinforcement	Lump Sum	all	8,260.00	8,260.00
	110/115' Integrl. Deck Bulb Tee Beam	Ea.	6	13,000.00	78,000.00
	Bridge Rail w/channel	Lin. Ft.	200	35.00	7,000.00
	Type 3 Guard Rail in Stockpile	Lump Sum	all	2,000.00	2,000.00
	Type "C" End Pieces in Stockpile	Lump Sum	all	125.00	500.00
	Class 700 Riprap	Cu. Yd.	60	15.00	900.00
					144,960.00
	Contingencies @ 4½ %				6,500.00
	Engineering @ 10%				14,500.00
					165,960.00
	Class "C" or "B" Asphalt Concrete	Ton	30	30.00	900.00
	Revised Total				166,860.00

Eagle Creek (Sawmill Lane) Bridge

Cost estimate is based on Region 5 Construction Summary & recent contracts in The vicinity.

1. Mobilization: Based on 9% of the total of all items.
2. Temp. Prot. & Direct. of Traffic: County to close road, estimate on barricades and road closed signs.
3. Removal of Structure and Obstructions: Esitmate on removal of structure and other misc. obstruction in area.
4. Structure Excavation: Estimated on 365 Cu. Yd. + 60yds for riprap
5. Structure Excavation Below Elev. Shwn: Estimated on 10% of Structure Excv.
6. Shoring and Cribbing: Estimate based on other similer structures.
7. Class 3300 Concrete: Abt.,walls, footings, wingwalls and end walls.
8. Reinforcement: Assumed same percentage as similar structures.
9. 100/105' Integral. Deck Bulb Tee Beams: Estimate 6 beams required for 28' roadway, from bridge design.
10. Bridge Rail w/channel: 100' structure, cost from Region 5 cost summary.
11. Guard Rail in Stockpile(Type 3): Estimated 25' on each corner of structure, cost from Region 5 cost summary.
12. Type "C" End Pieces in Stockpile: End pieces on each run, cost from Region 5 cost summary
13. Class 700 riprap - assume some will be placed in front of bents to protect the footings. No toe trench excavation is shown - should be an extension of the structural excavation.
14. A. C. Wearing Surfice - For deck only. Aprox. 30 ton requried - should be commercial mix.

8826

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. _____
Project Name Eagle Creek (Middle) Bridge 2001
Baker County Road No. 980 (Sawmill Lane)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 3 day of May, 1978

County of Baker

Certified By: _____
Regional Right of Way Supervisor

Date 5-5-78

_____
County Judge/Chairman

_____
Commissioner

_____
Commissioner

Instructions: Complete A or B and C.

8826

Eagle Cr (Middle) Br.
Sawmill Lane
SOS - 0100(1)

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 27, 1978

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

The Honorable Dennis L. Fuller
Baker County Judge
County Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

Under the terms of the Construction-Finance Agreement, No. 6407, Item 3, Page 2, THINGS TO BE DONE BY COUNTY, the County shall, prior to proceeding with each phase of the project, forward its advance deposit in the amount of 14 percent of the total estimated cost of each portion of the work.

Preliminary engineering costs have been estimated at $9,000.

Federal Funds	$7,720
Local Funds	1,280

(Actual bridge design will be performed at no cost to the County under the terms of O.R.S. 369.210.)

Please make your check payable to the Oregon Highway Division and forward to me for further processing.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 28 1978
File: PM FA
LG OP
TAA

RCL/dlm

cc: Gerald Wimer
J. A. Schlieski

8826

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-0100(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80203

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
3-24-78	3-24-78	Non Federal aid / County Road

GENERAL LOCATION:
"Eagle Creek (Middle) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Utility preparatory work and archeology salvage
☐ OTHER (Specify) TEC NTE $9,000, Federal funds $7,720

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 3-9-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $125,350, Federal funds $107,520 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appro;riations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-24-78	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8826

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan, Manager
Federal Aid Section

SUBJECT PROJECT DATA SUBMISSION
Item No. 80203
Project No. SOS-0100(1)
Eagle Creek (Middle) Bridge Section
Baker County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $9,000 with an obligation of $7,720 in federal funds.

2) Authorization for construction at an estimated total cost of $125,350 with an obligation of $107,520 in federal funds.

CL:lml
Att.

cc: W. Schwartz, Region 5
Hal Reynoldson
AD 405

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

March 9, 1978

FEDERAL-AID (PPM

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 1 mi. N.W. of Richland 65								ADT	PRESENT DHV 10 100	FUTURE N/A (68) (70)							
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. One Bridge 62					NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)		SUPV AGCY (69)		DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)		PL. AU (74)				
CARD 4	CLASS OF FEDERAL FUNDS Safer Off-System Roads												COUNTY NAME						
	NAME OF URBAN AREA 17-31 ------												ROUTE NO. N		FEDERAL-A Non				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE			0.02	9,000	7,720
5					ROW		"Eagle Creek (Middle) Bridge Section"			
5					CONST (CODE) X080			0.02	125,350	107,520
							PROJECT TOTALS	0.02	134,350	115,240

CARD 1	CODE 1	PREPARED BY CL
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	DHV 10 100	N/A	98	10	Oregon	41	680	80203

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
						SOS-0100(1)			

COUNTY NAME: Baker — CODE: 001

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.:

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.02	9,000	7,720	--	1,280 (Co.)	
0.02	125,350	107,520	--	17,830 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
0.02	134,350	115,240	--	19,110 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 46905-P65

Eagle Creek (Middle) Bridge Section
Project No. SOS-0100(1)

Existing Facilities:
Roadway -- 2-10 foot lanes A.C. surface with 2-foot shoulders.
Structure -- Middle Bridge is a 100-foot steel Pony truss with HC of 20 feet and has a posted 10 ton load limit.

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including archeological salvage.
2) Remove existing bridge and construct reinforced concrete structure 100 feet in length with a horizontal clearance of 28 feet. County will widen and construct approach roadways.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:
State Clearinghouse -- Exempt from A-95 review under working agreement.
District 13 Clearinghouse -- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district, or both, that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 10, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8826

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 8, 1978

The Honorable Dennis Fuller
Baker County Judge
County Courthouse
Baker, OR 97814

Dear Judge Fuller:

RE: Final Project Assessment
Eagle Creek (Middle) Bridge

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

R. C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure

cc: Gerald Wimer
J. A. Schlieski

Form 81-734-3123

+826

STATE OF OREGON

INTEROFFICE MEMO

February 27, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

D. H. Moehring by WHH

NOTED
E. S. HUNTER

SUBJECT: PROJECT ASSESSMENT
Eagle Creek (Middle) Bridge
County Road #980
Baker County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG:dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 7 '78
REFER TO
FOR
info | invest | R/D | D/R | hwy | adj | file

81-188-1887

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE.- Salem OR 97301

DATE: February 10, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-0100(-)
Eagle Creek (Middle) Bridge
County Road #980
Baker County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's January 6, 1978 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer
G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 5, Env)

PROJECT MANAGEMENT

PME ☑	CCE ☐	OM ☐
LGE ☐	FAE ☐	OPE ☐

FEB 21 1978

File: PM FA
TAA LG OP

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT
NON-MAJOR
SOS-0100(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 5, 1978

Section Eagle Cr. (Middle) Bridge — Unit (if appl) _____

County Baker — City _____

Highway County Road #980 — State Hwy. No. _____

Termini: M.P.(if appl) _____ — Length _____

Region V — Construction Estimate $134,000.00
Program Amount

B. Purpose of Project:

To replace a pony truss bridge presently having a 10-ton load limit with a safer bridge.

C. Origin & History of Project:

Present structure will not accommodate modern-day loads; substandard width presents hazard to two-way traffic. Considering these factors, the County Court has given top priority for replacement.

D. General Description of Project:

Replacement bridge - 100-feet span - new abutments. (County to widen and guard-rail approach roads.)

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 1 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 95-100 ; Projected ADT 150 ; Yr. 1982

Existing Level of Service Inadequate

Proposed Facility: Projected ADT 150 ; Yr. 1982

Projected Level of Service Adequate.

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials to be obtained from existing sources and/or commercial suppliers.

Type of Structure(s):

Concrete bridge.

Brief Description of River or Stream and Type of Involvement, if any:
This project does not require a Section 404 permit.
(Corps of Engineers memo dated December 30, 1976.)

Local City, County or COG priorities of project:

County priority because of traffic safety factor.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

No Location alternative, using existing right of way corridor.

Other Descriptive Information or Comments:

None. Run-off snow pack usually occurs in late Spring. Normal Summer stream flow is low partially because of irrigation withdrawal.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Replacing present bridge should only temporarily disturb gravel sides of stream during construction. All natural habitat and flora in area to remain as is. Stream in center of bridge area will not be disturbed.

The project lies in the Eagle Valley at about an elevation of 2,250 feet. Generally, the soil strata supports meadow grasses, deciduous trees and bushes. All species of wildlife native to Northeast Oregon may be found in the valley. Eagle Creek is within the Snake River drainage. Dams on the Snake prevent the passage of anadromous fish into the stream. Rainbow trout are about the only sport fish in the vicinity of New Bridge. Oregon Guidelines for Timing In-Water Work recommends that construction activities in Eagle Creek be restricted to the period between July 1 and October 31.

2. Cultural:

Should improve the area for human access without disturbing the natural habitat. The beauty of the area will not be disturbed and should improve.

Project lies about 1¼ miles ± northwest of Richland. The land is developed into small farms; areas adjacent to the stream are generally utilized as pasture land.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None.

2. Estimated Impact on Traffic Patterns:

Approximate two-mile detour during construction only.

Consequences--Air Quality, Noise, Safety, etc.:

None.

3. Estimated Impact on Land Use:

None.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Maintain standards.

b. Noise Standards

Replacement would not change traffic noise parameters. Hence, no FHPM 7-7-3 noise study report is required.

c. Water Quality Standards

Maintain standards.

d. Area Land Use and Transportation Plans, and Zoning

Consistent with plans.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

Form [illegible]

AGLE
RD.
852
RD.
SPARTA
852
ROAD
969
DRIVE
924
SUMMIT CREEK RD.
HALFWAY WATER SYSTEM
113
NEW BRIDGE
974
CARNAHAN-WOODS RD.
3
FOOTHILL RD.
975
EAGLE
NEW 01-115
GRADE
BRIDGE RD.
971
SCHOOL LN.
976
RICKLER LN.
BAKER-
12
86
HWAY
86
12
RIVER
DANCE
986
HALL RD.
984
WHITHAH RD.
3025
DRY GULCH RD.
1127
975
SAWMILL LN.
CREEK
FRONTAGE RD.
RICHLAND
978
SULLIVAN LN.
990
SASS RD.
01-119
DALY
RIVER
CR. RD.
995
PROPOSED OS PROJECT
R 45E

8826

January 30, 1978

Baker County Court
Courthouse
Baker, OR 97814

Attention: Anita Johnson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6707

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Eagle Creek (Middle) Bridge Section of Sawmill Lane.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8826

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

December 27, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

The Honorable Dennis L. Fuller
Baker County Judge
Baker County Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

RE: Proposed SOS-R Project
Eagle Creek (Sawmill Lane) Bridge

The Safer Off-System Roads (SOS-R) project which you applied for was approved by the Transportation Commission on December 15, 1977.

The next step in the project process is to obtain Federal Highway Administration approval of the project assessment and program monies required to accomplish preliminary engineering necessary to develop plans and specifications. Concurrent with this step, the project Construction/Finance Agreement will be developed.

I will be in touch with you as these steps are accomplished.

Sincerely,

R. C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/dlm

cc: ~~Gerald Wimer~~
Harold Brainerd
Verne Allen
J. A. Schlieski
Verne Moore
Harlin Gerlach

8826

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainer - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

FISCAL YEAR 1978 SOS-R ALLOCATION
DECEMBER 1977

Oregon's Fiscal Year 1978 SOS-R Apportionment $3,652,374

Allocation to Urbanized Areas, Cities Under 50,000 Population, and Counties, Road Districts and Indian Reservations, is based on Percentage of Off-System Road Mileage.

GROUP I -- URBANIZED AREAS		
14% of Total Off-System Road Mileage		$ 511,332
SALEM	14%	71,587
EUGENE	19%	97,153
PORTLAND	67%	342,592
GROUP II -- CITIES UNDER 50,000 POPULATION		
14% of Total Off-System Road Mileage		$ 511,332
GROUP III -- COUNTIES, ROAD DISTRICTS & INDIAN RESERVATIONS		
72% of Total Off-System Road Mileage		$2,629,710

BAKER COUNTY
Proposed SOS-R Project

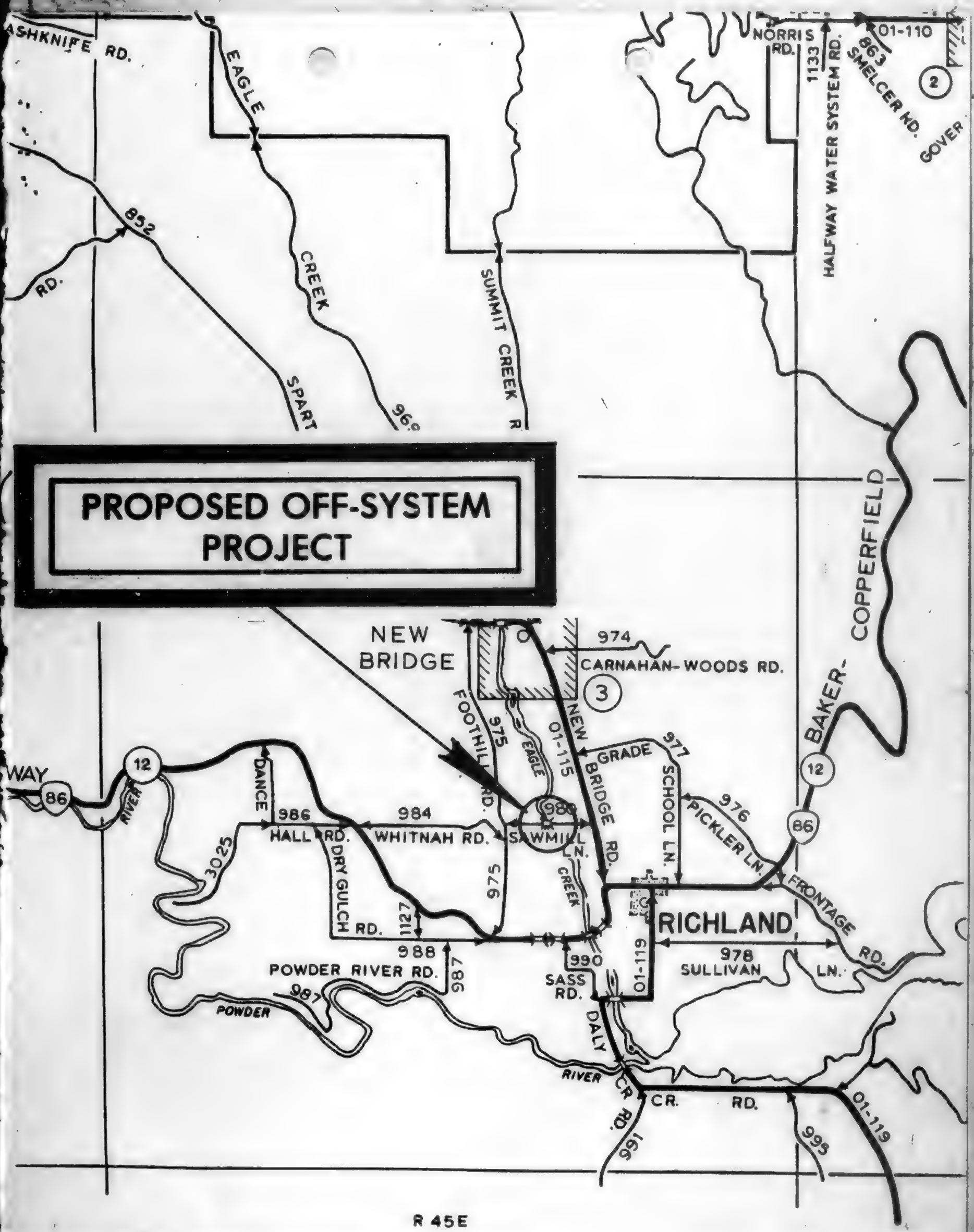
Eagle Creek (Middle) Bridge
Sawmill Lane
Structure
$134,000

This project will replace a structurally deficient bridge across Eagle Creek on Sawmill Lane with a modern structure. County will construct approaches and install guard rail at their sole expense.

State will provide bridge design at no cost to County under the provisions of ORS 369.210. State will supervise construction of the project.

77-b
12/1/77

PROPOSED OFF-SYSTEM PROJECT



8826

SOS
Baker County

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
M. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

May 20, 1977

The Honorable Dennis Fuller
Baker County Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

RE: Safer Off-System Roads Program
Eagle Creek (Middle) Bridge Section

As you know, the 1976 Highway Act provided enabling legislation for the Safer Off-System Roads (SOSR) program for 1977 and 1978 but did not apportion any funds. I have received word that Congress is in the process of apportioning funds for SOSR, but only Fiscal Year 1977 is being considered at this time.

With the receipt of less than anticipated funds, your project is now listed under Fiscal Year 1978. Strict adherence to the first come, first served method of receiving projects has been observed. When the funds become available, I will notify you.

Sincerely,

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: George Hopkins
J. A. Schlieski
Verne Allen
Verne Moore
Harlin Gerlach

		FOR	RETURN TO	MAY 23 77	PROJECT MANAGEMENT
	Info				
	Investigate				
	R/D				
	Action				
	File				
	Letter				
	See me				

NOTED
MANNOR C. HOLMES

Form 81-734-3123

8826

15

Form F-3... (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ..... Eagle Creek (Middle) Bridge ..... Date ..... January 19 1977

Highway ..... County Road 980 (Sawmill Lane) ..... Authorization # 1

County ..... Baker ..... Survey Prefix 201-1950

Description of termini, route, length, etc.:

Crossing of Eagle Creek on Road No. 980.

Purpose of survey:

Prepare vicinity map, investigate soils for foundation of structure and make field recommendations for structure design.

Project is funded under Section 219, Safer Off-System Roads. County is requesting bridge design at no cost under O.R.S. 369.210.

305-010 (1)
2-22-78

Estimate of cost:

Field	901	4,500
Plans	905	1,000
Utility	914	500
Specifications	921	500
Foundation Expl.	926	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey ..... $ 9,000

Previous authorization .....

Additional authorization requested .....

Additional authorization approved (Salem) .....

Total all authorizations approved (Salem) .....

Requests made by: [signature] Regional Federal Aid Engineer

Recommended for Approval: [signature] Location Engineer

Recommended for Approval:

..... Regional Engineer

Approved:

..... Tech. Serv. Engr. XXXXXXXXXXXXXXXX

ST*23604-731

8826

S OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 18, 1977

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: George N. Hopkins
Local Government Programs Engineer

S A L E M

SUBJECT: Proposed Off-System Project
Eagle Creek (Middle) Bridge
County Road 980, Sawmill Lane
Baker County

Attached is a copy of a letter from Judge Dennis L. Fuller requesting withdrawal of Durbin Creek Road, OS-0100(1), oiling which was submitted in 1975. The letter also requests substitution of the above described project as Baker County's Off-System Project.

The attached project application and environmental assessment have been reviewed and ammended as necessary. The attached survey authorization shows anticipated costs by the Highway Division.

Your approval of Judge Fuller's request is recommended.

RCL/dlm
Attachments

cc: Judge Dennis L. Fuller
Verne Allen w/ attachments
J. A. Schlieski w/ attachments
Verne Moore w/ attachments
Harlin Gerlach w/ attachments

12-16-77
Survey authorization
to TERPIN 12-16-77
L

12-20-77
ASSESSMENT
To POTTER
L

MAILER - GARY
REVIEW and ADD
To LIST

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 21 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8826

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ JAN 14 1977 ☑
RDE ☐ RECEIVED REGIONAL OFFICE ☐

December 23, 1976

Mr. Roger Lang
Oregon State Highway Division
Region 5 Office
P.O. Box 850
La Grande Oregon 97850

Dear Roger:

Herewith an application for off-system project of Middle Bridge on Eagle Creek approximately two (2) miles west of Richland, Oregon, on County Road #980.

Please withdraw Baker County's application for off-system funds for paving one (1) mile of Durbin Creek Road with County forces, (location- Huntington city limits to I80 overpass) and accept this bridge application as Baker County's priority project for Off-System funding.

We have contacted Oregon State Highway Bridge Design and this project site has been inspected by their representatives while they were in this area a couple of weeks ago.

Thank you for your help and advise on these projects.

Sincerely,

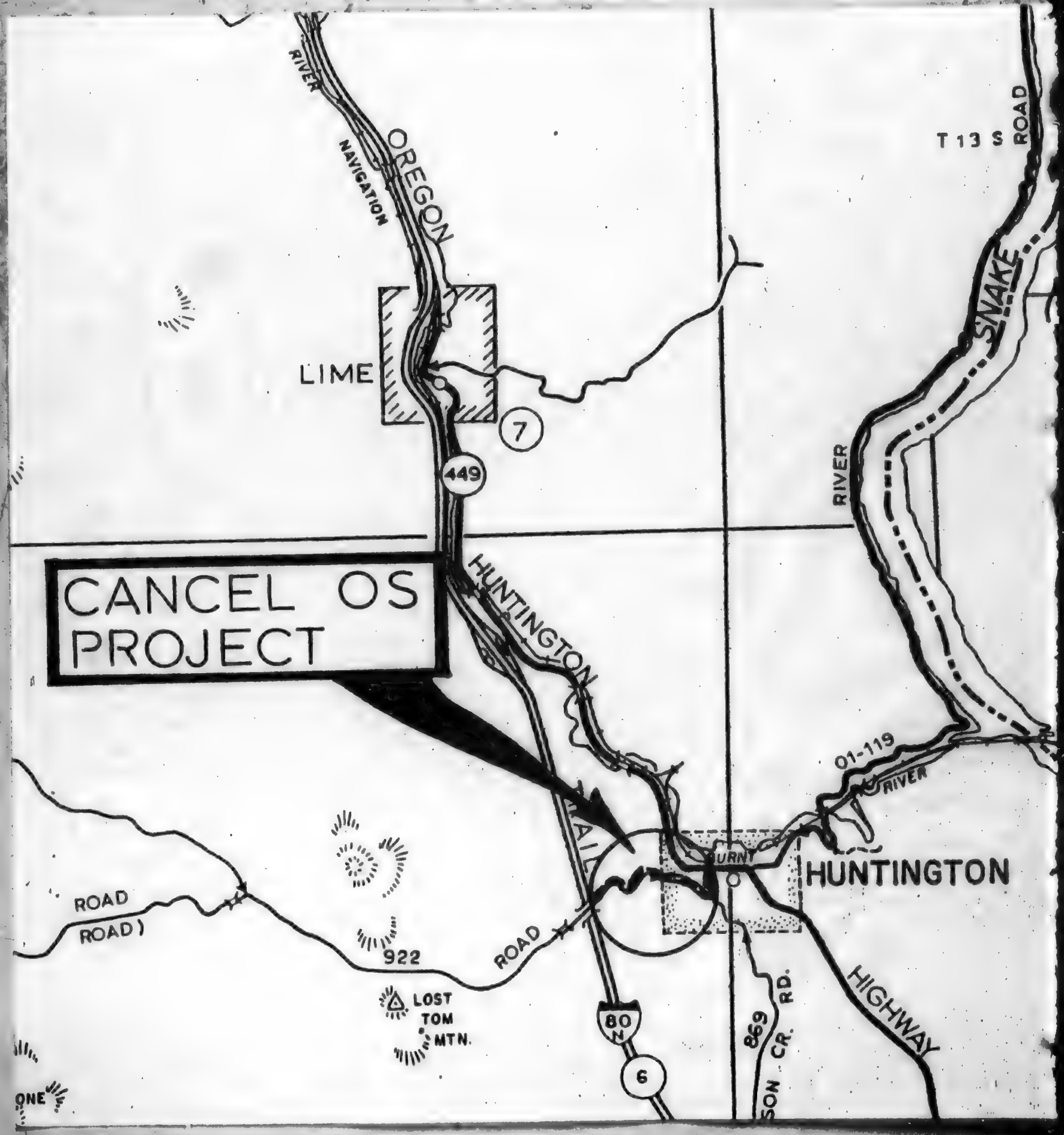
Dennis L. Fuller
Baker County Judge
Baker County Courthouse
Baker, Oregon 97814

DLF:tc
Enc:

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 21 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To ___/___/___
Bring Up ___/___/___
Other


CANCEL OS
PROJECT
RIVER
NAVIGATION
OREGON
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7
449
HUNTINGTON
T 13 S
ROAD
SNAKE
RIVER
01-119
RIVER
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ROAD
ROAD)
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ROAD
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6
869
SON CR. RD.
HIGHWAY
ONE

WASHINGTON

T14S

T13S

SNAKE RIVER

ROAD

01-119

HUNTINGTON

HIGHWAY

869

HUNTINGTON

ROAD

LOST TOM MTN.

OREGON

7

449

80N

6

8926

FEDERAL AID PROJECT REQUEST

Date 12/28/76

Applicant Agency Baker County

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name ____

Project Name Middle Bridge- Eagle Creek Eagle Cr. (Middle) Bridge

Project Length 100 feet Project Location (Attach sketch map)

Project Description Bridge over Eagle Creek- Replacing present bridge and abutments.

Average Daily Traffic 95 100 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24' Travel Lanes 2-10' Shoulders 2-2'
Medians NONE Parking NONE
Sidewalks NONE
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-10' Shoulders 2-4'
Medians NONE Parking NONE
Curbed NO Length Curb Radii
Sidewalk/Bikeway NO
Remarks No contract work on approaches, SEE item 3 page 4

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks R/W obtained prior to ~~1972~~ 1971

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 21 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

10 Ton Load Limit

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant if needed.

4. Permanent Striping:

Include in project or by applicant? By applicant if needed.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Middle Bridge Eagle Creek- Co Road #980

Type Pony Truss

Approach Roadway Width 20' Shoulder Width 2'

Length 100' Width 20'

To remain in place? No

2. Proposed Structure:

Location Same

Approximate Size: Length 100' Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Buried Telephone (Future)

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks sidewalk/bike path not justifyable -

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____
Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dennis L. Fuller, County Judge Office
2. Environmental — " " County Judge Office
3. Public Hearing — " " County Judge Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X_____ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X_____ No_____
If "yes," describe briefly: Road approach (Filling and widening and guard railing
_____
_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ None
Right-of-way costs (if participating)	None
Traffic control	None
Illumination	None
Structures	126,000 00
Railroad	None
Other_____	None
Preliminary engineering	8000 00
PROJECT TOTAL	$134,000.00

Remarks County is requesting bridge design at no cost under provisions of O.R.S. 369.210

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Baker COUNTY

By_____ By Dennis L. Fuller
Dennis L. Fuller, County Judge

By_____ By_____

By_____

Pen & ink additions entered during review with Judge Fuller on 1-4-77 RCL

Form 5-102
SP 7-2554-73

Job No .....

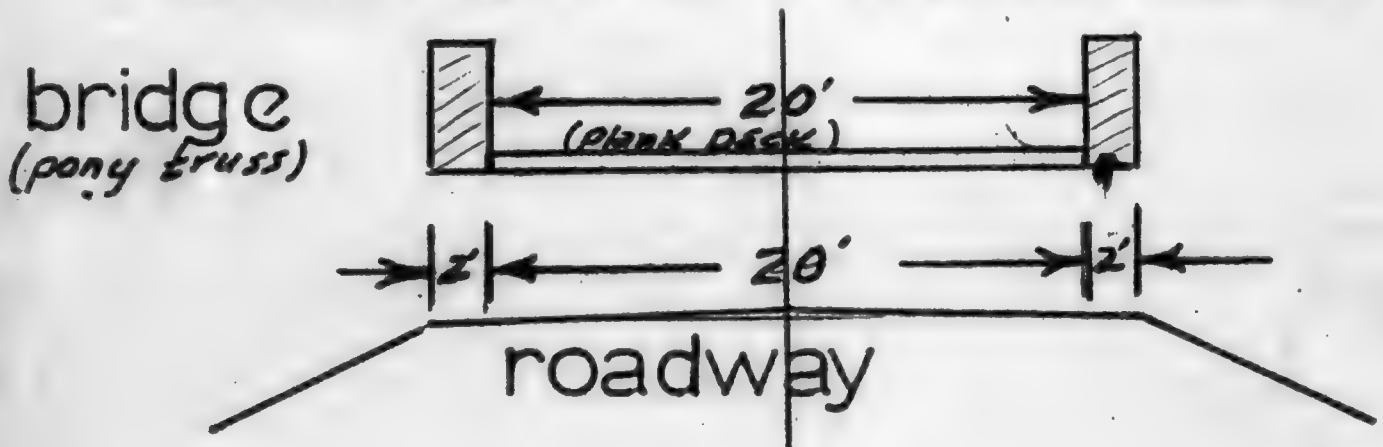
Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

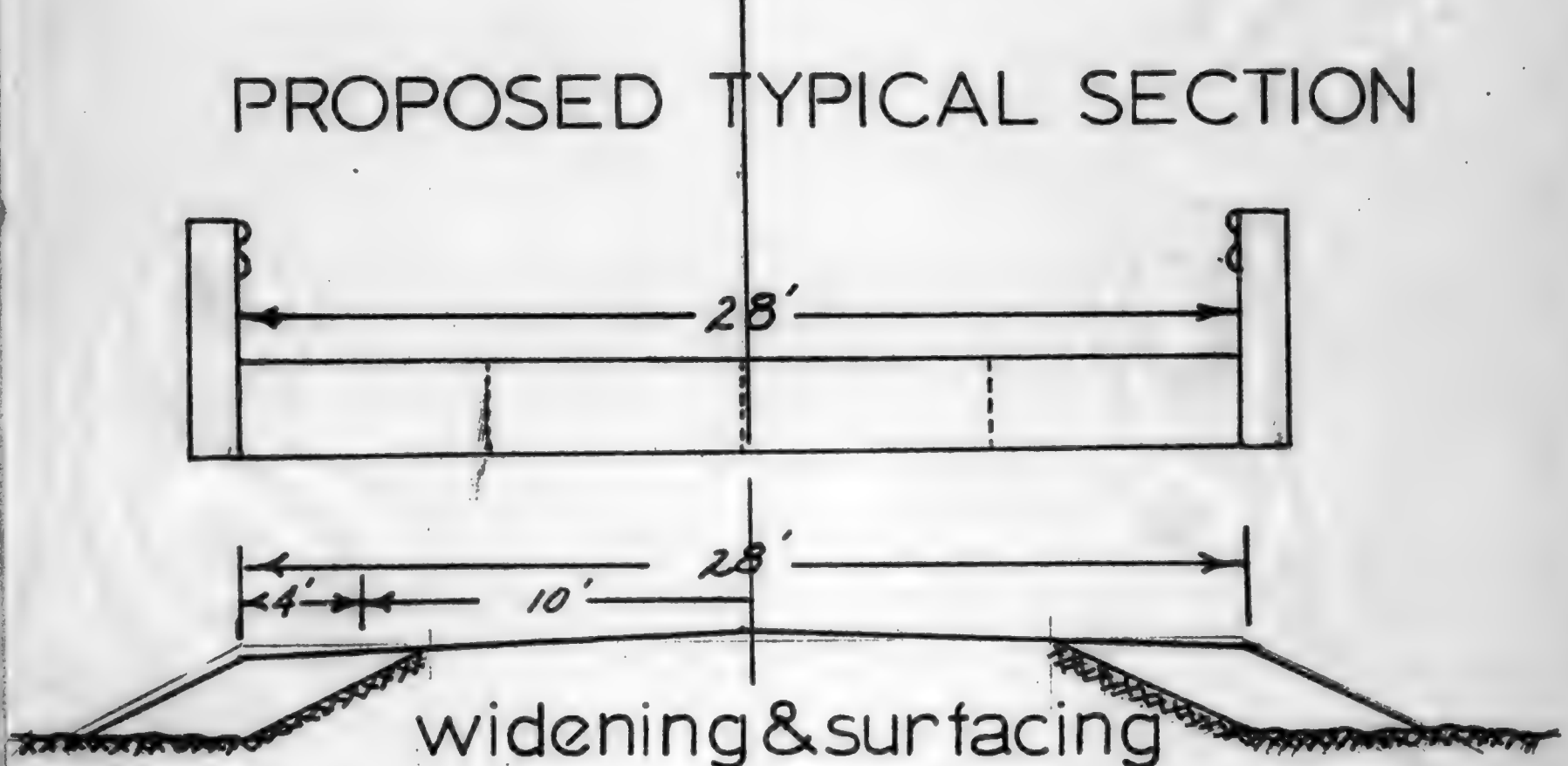
Calculations for .....

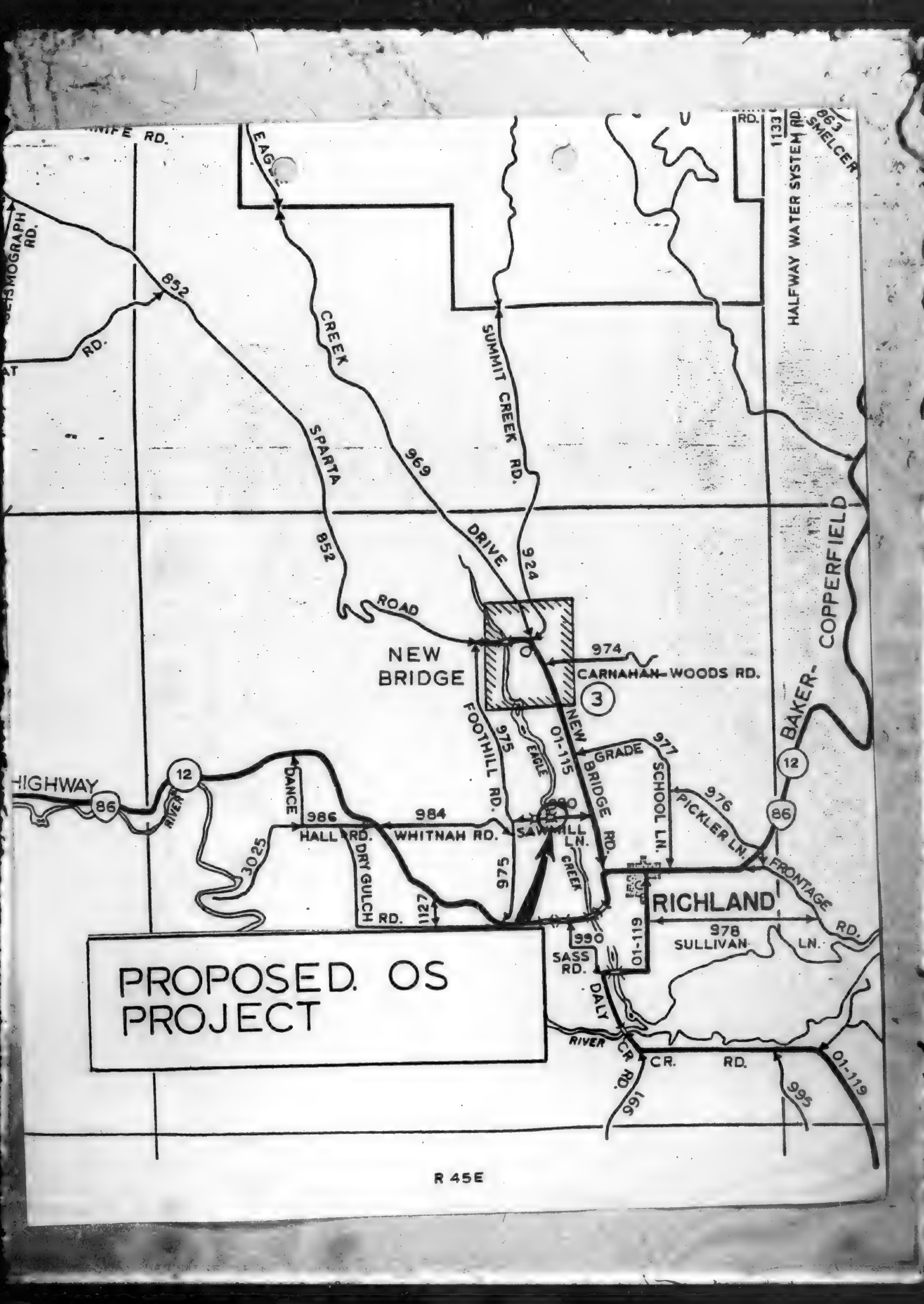
Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

EXISTISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION




RD.
EAGLE
SMELCER
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HALFWAY WATER SYSTEM RD.
SUMMIT CREEK RD.
CREEK
969
SPARTA
852
852
RD.
DRIVE
924
ROAD
NEW
BRIDGE
974
CARNAHAN-WOODS RD.
3
FOOTHILL RD.
975
EAGLE
NEW
01-115
GRADE
BRIDGE RD.
911
SCHOOL LN.
976
PICKLER LN.
BAKER-
12
86
HIGHWAY
86
12
RIVER
DANCE
986
HALL
RD.
984
WHITNAH RD.
SAWMILL
LN.
CREEK
3025
DRY GULCH RD.
975
1127
RICHLAND
FRONTAGE RD.
978
SULLIVAN
LN.
990
SASS
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01-119
DALY
RIVER
CR RD.
CR.
RD.
01-119
995
991
PROPOSED OS
PROJECT
R 45E

.1978 Central Oregon Rock 8829
.Production. E. of Burns
.Central Oregon Highway

8829

July 11, 1979

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8829 awarded to Houck-McCall Corporation for the Central Oregon Rock Production Project on the Central Oregon Highway in Harney County was completed on March 7, 1979, and accepted by the State Highway Engineer on July 9, 1979.

Final payment in the amount of $3,106.94 will be released to the contractor after July 16, 1979. The total contract amount is $62,138.81 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Houck-McCall Corporation
4952 Portland Rd. N.E.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8829

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Central Oregon Rock Production		WEEK ENDING: 3-24-79
		SECTION PREFIX: 13-8328
HIGHWAY: Central Oregon		COUNTY: Harney
NAME OF JOB: Central Oregon Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Houck - McCall Corp.	CONTRACT NUMBER: 8829	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 31, 1978	DATE WORK STARTED: November 21, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 73,623.50	SPECIFIED COMPLETION DATE: April 30, 1979	PERCENT OF TIME ELAPSED: 70
EXCLUSIVE OF ENGINEERING: $ 67,193.50	ENGINEERING AUTHORIZATION $ 6,430.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 64,300.00	ENGINEERING COST TO DATE $ 6,061.29	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: OVERRUN / UNDERRUN 5 %	PERCENT OF AUTHORIZATION 94 %	DATE PROJECT WAS COMPLETED: March 7, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					97		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			9,663 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,663 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy - Cool			
MONDAY	" "	"		
TUESDAY	" "	"		
WEDNESDAY	Partly Cloudy - Warm			
THURSDAY	" "	"		
FRIDAY	Clear - Warm			
SATURDAY				

RECEIVED
MAR 26 1979
CONSTRUCTION BRANCH

Kelsay — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No work.
MONDAY 19	No work.
TUESDAY 20	No work.
WEDNESDAY 21	No work.
THURSDAY 22	No work.
FRIDAY 23	No work.
SATURDAY 24	No work.

REMARKS

Semifinal being submitted.

Final Report.

B. N. Hatcher

SIGNED B. N. Hatcher LOCATION Burns
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8829

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 15, 1978

Kenck-McCall Corporation
4952 Portland Rd. N.E.
Salem, OR 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8829 for the Central Oregon Rock Production Project on the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Wendell Schwartz
Barry Hatcher

8829

November 1, 1978

Houck-McCall Corporation
4952 Portland Rd. NE
Salem, OR 97303

Gentlemen:

Enclosed are three copies of Contract No. 8829 awarded to you on October 31, 1978, for the Central Oregon Rock Production Project on the Central Oregon Highway in Harney County in the amount of $64,300.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is April 30, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosures

bc: C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Barry Hatcher

.1978 Crane Rock Prod. 8830
.E. of Crane

2230 12-14-83

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02290

SECTION ~~District 14 Rock Production/Surface Preservation~~ CRANE ROCK PRODUCTION, COMB-5

REGION 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
442	~~Various (see project justification)~~	FROM 27.0 TO	n/a

☐ URBAN ☑ RURAL | CITY: - | COUNTY: Harney | ROAD/STREET NAME:

ROUTE # 78 | FEDERAL AID # n/a | APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)		PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING	$	GRADING (✓)			FILES (#)	
RIGHT OF WAY	$	PAVING (✓)			ACRES (#)	
ROADWAY	$	STRUCTURES (✓)			RELOCATIONS (#)	
STRUCTURES	$	SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	
ILLUMINATION	$	ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	
TEMPORARY PROTECTION	$	Rock Production	X		RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Rock Production	$ 290.9	ENVIRONMENTAL CLASS (1,2,3)	n/a		RIGHT OF WAY ACQUISITIONS (S,C,A)	
10% ~~ROCK~~ ENGINEERING & CONTINGENCIES	$ 29.1	DESIGN CATEGORY (1-7)	n/a		CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 320	WORK TYPE (1-12)	12		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE ☐ OTHER	
TOTAL ESTIMATE	$ ~~320~~ 710					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	1/84	State	1984

RECOMMENDED PROGRAM REVISIONS

		FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL	SECTION			$
☐ POSTPONE ☐ CANCEL	SECTION			$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	n/a	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Roadway surface on sections of the Central Oregon, Steens, and I.O.N. highways are in need of immediate attention. Rock inventories necessary for preservation of surface are depleted.

PROPOSED SOLUTION

Replenish oiling rock inventories so proper surface maintenance may be accomplished.

REQUESTED, REGION ENGINEER: X [signature] DATE 12/14/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X DATE

Versteeg, Anderson, Adams, Maenab, Turpin, Trost, Walseth

RECEIVED FEB 9 1984 ROAD DESIGN SECTION

Do Not File ☐ PROGRAM YEAR Return Pending Bring Up

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02290

SECTION: District 14 Rock Production/Surface Preservation

REGION: 5

PROJECT JUSTIFICATION

Roadway surfaces of various highways in District 14 are rapidly deteriorating and are in need of immediate attention. Inventories of oiling aggregate necessary for surface preservation are depleted.

Rock productions are necessary at the following locations:

Route	Highway	County	Section Name	M.P.
20	Central Oregon	Harney	Burns Rock Production (5,000 c.y.)	131.7
78	Steens	Harney	Crane Rock Production (10,000 c.y.)	27.0
78	Steens	Malheur	S.Fk.Rye Cr.Rock Production (10,000 c.y.)	74.0
95	I.O.N.	Malheur	Jordan Valley Rock Production (10,000 c.y.)	20.0
95	I.O.N.	Malheur	Rome Rock Production (10,000 c.y.)	53.0

It is recommended the above projects be offered as one contract in order to attract contractors who will be able to meet the requested completion date of May 15, ~~1985.~~ 1984. We must have the aggregate available in order to proceed with sealing/oil mat projects in the summer of 1984.

Financing of the project shown below in $1,000:

Est. Cost	Less Current Maint.Budget	Amount charged to $20 Million Surface Preservation
$320	$120	$200

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

Note: Part 4 not included. Plans and specifications to be developed by the Maintenance Engineer.
Prefix 43-4418-190

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

HARNEY Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 5

SECTION Crane Rock Production, Comb-5
Hwy # 442 Steens

AUTHORIZATION NO. 1 | PREFIX 13-8333 | DATE 2-1-84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 3,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY: Ronald T. Noble	DATE: 2-1-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 2/3/84
RECOMMENDED, REGION ENGINEER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X [signature]	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

8830

September 12, 1979

United States Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8830 awarded to Houck-McCall Corporation for the Crane Rock Production Project on the Steens Highway in Harney County was completed on July 30, 1979, and accepted by the State Highway Engineer on September 10, 1979.

Final payment in the amount of $3,528.34 will be released to the contractor after September 17, 1979. The total contract amount is $70,566.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Read
COMMISSION SERVICES

klp

cc: Houck-McCall Corporation
4952 Portland Road N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

442

Crane Rock Production
Steens Highway
Harney County

8-30-79

Contract No. 8830
State Project
Contractor: Houck - McCall Corp.

8830

NARRATIVE REPORT

GENERAL

This was a State rock production project for 10,000 cubic yards of 3/8"-#10 sanding and patching material in stockpile. The contract was awarded October 31, 1978 and specified completion date was April 30, 1979. The contract work was not completed until July 30, 1979, for an overrun of 91 days. The contractor has not yet requested a time extension; nor should he be entitled to one.

CRUSHING & STOCKPILING

The contractor elected not to use the prospective State source located about 1 mile northeast of Crane, but instead set up in a privately owned commercial gravel pit located approximately 10 miles north of Crane and ½ mile west of the Crane - Buchanan Road. This proved to be slightly costly, as the pit was full of water and the contractor couldn't get into it until mid-summer. On top of the liquidated damages, he also had the expense of additional haul and watering the county road to alleviate nuisance dust.

Once work began, it took only 3 weeks to complete the project (July 9th to July 30th). The gravel in the pit was smaller than anticipated and the contractor requested to use a pressure wash system, scalping over a #6 screen, instead of the normal scalping procedure. A documentary price agreement was prepared to cover the spec change. Production was fairly good after starting, averaging 600 cubic yards or more per day.

All material produced was within specifications, but the P4 had a considerable amount of round rock in it. This would be O.K. for sanding material, but maintenance intends to use most all of it for patching. Other fine crushed rock had to be added to this material in cold mix plant in order to obtain a suitable product. For this reason the District Engineer asked for the contract amount to be underrun, if possible. The contractor was advised that he could stop production early if he wished. This explains the 20% underrun in quantity.

The material was stockpiled at the designated site at M.P. 26.74 on the Steens Highway. The pile was sloppily finished, although maintenance forces were using from it before completion. I am certain that our forces were inconvenienced by the late date of completion. They had moved the plant in, but had to change their schedule to other work while waiting for material.

It appears to me that the contractor approached this and the Central Oregon Rock Production, which they also had, in a backwards manner. They could have gone into the gravel pit last fall when the water was down and probably obtained a better product for us, in a timely manner, and at less cost to them. Then they could have done the work in the quarry on Stinkingwater Mountain early this year without so much cold and snow. As it was, they did just the opposite. I was not favorably impressed with this contractor's operation or workmanship.

BNH/kw

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 30 1979
ROAD DESIGN SECTION

B. N. Hatcher
B. N. Hatcher
Resident Engineer

Do Not File
Return To
Bring Up ___/___/___
Action

Crane Rock Production
Steens Highway
Harney County

Contract No. 6830
State Project
[illegible]

STATEMENT OF OVERRUNS AND UNDERRUNS

	Original Authorization	Final Cost	%
Contract Amount	97,500.00	77,391.70	-20.6
Contingencies	4,387.50	-0-	-100
Engineering	9,750.00	4,700.00	- 52
	111,637.50	82,091.70	
Liquidated Damages	$75/day x 91 days =	$ 6,825.00	
	111,637.50	75,266.70	- 33

Item No.	Item	Unit	Contract Amount	Amount Produced	over %	under %
1	3/8- # 10	cuyd	10,000	7,937.51		20.6

Material in stockpile

District Engineer asked for contract amount to be underrun due to quality of material being produced.

dlll:kw

B. N. Hatcher
B. N. Hatcher
Resident Engineer

1130

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crane Rock Production		WEEK ENDING: 8-25-79
		SECTION PREFIX: 13-8329
HIGHWAY: Steens		COUNTY: Harney
NAME OF JOB: Crane Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Houck-McCall Corp.	CONTRACT NUMBER: 8830	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 31, 1978	DATE WORK STARTED: July 2, 1979	ESTIMATED COMPLETION DATE: July 30, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: April 30, 1979	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 111,637.50	ENGINEERING AUTHORIZATION $ 9750.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 79
EXCLUSIVE OF ENGINEERING: $ 101,887.50	ENGINEERING COST TO DATE $ 4700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 76
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 97,500.00		DATE PROJECT WAS COMPLETED: July 30, 1979
ESTIMATED PERCENT: UNDERRUN . . . . . 4 %	PERCENT OF AUTHORIZATION . . . . . 48 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 79		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,000		
TOTAL QUANTITIES CORRECTED TO DATE					10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					7937.61		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 27 1979
CONSTRUCTION BRANCH

Kelley, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Schaefer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No Work
MONDAY 20	No Work
TUESDAY 21	No Work
WEDNESDAY 22	No Work
THURSDAY 23	No Work
FRIDAY 24	No Work
SATURDAY 25	No Work

REMARKS

Semifinal submitted this week.

Final Report.

RECEIVED
AUG 27 1979
CONSTRUCTION

SIGNED B. N. Hatcher LOCATION Burns

B.N. Hatcher

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8830

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1978

Houck-McCall Corporation
4952 Portland Rd. N.E.
Salem, OR 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8830 for the Crane Rock Production Project on the Steens Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dla
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
Wendell Schwartz
Barry Hatcher

91-30

November 1, 1978

Houck-McCall Corporation
4952 Portland Rd. N.E.
Salem, OR 97303

Gentlemen:

Enclosed are three copies of Contract No. 8830 awarded to you on October 31, 1978, for the Crane Rock Production Project on the Steens Highway in Harney County in the amount of $97,500.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is April 30, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
Wendell Schwartz
Barry Hatcher

.1978 Portland St. - S. 8831
.6th St. Bikeway in Klamath
.Falls. (grad., pave.)

C+A 6450 4-6-78

March 12, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 3
Contract #8831

Gentlemen:

On February 29, 1980, we wrote to you concerning release of final payment on Contract No. 8831 awarded to J. B. Steel, Inc. for work on Portland Street-South 6th Street Bikeway in Klamath Falls in Klamath County.

Final payment on this contract is $10,290.74 and the total contract amount is $195,954.37, including $443.06 for work performed under force account.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

dms

cc: J. B. Steel, Inc.
190 N. Ross Lane
Medford, OR 97501

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
Dale Allen

8831

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland St.–S. 6th. St. (Bikeway)		WEEK ENDING: November 2, 1979
		SECTION PREFIX: 818–1156
HIGHWAY: City Streets & "A" Canal		COUNTY: Klamath
NAME OF JOB: Portland St.–S. 6th. St. (Bikeway)	KIND OF WORK: Grading & Paving	
CONTRACTOR: J. B. Steel, Inc.	CONTRACT NUMBER: ~~8931~~ 8831	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 16, 1979	DATE WORK STARTED: March8, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 123
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $239,864.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $216,172.36	ENGINEERING AUTHORIZATION $19,020.06	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $216,172.36	ENGINEERING COST TO DATE $19,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 9.9 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: June 29, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.71	2.71			2.71
MILES PARTIALLY COMPLETED	2.71	2.71			2.71
MILES COMPLETED	2.71	2.71			2.71
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,424	12,800			1,440
TOTAL QUANTITIES CORRECTED TO DATE	3,800	12,800			1,528
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,800	12,800			1,528
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

2–Pickups

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Partly Cloudy			
MONDAY 29	" "			
TUESDAY 30	Snow			
WEDNESDAY 31	Showers			
THURSDAY 1	Partly Cloudy			
FRIDAY 2	Showers			
SATURDAY 27	"			

RECEIVED
NOV 5 1979
CONSTRUCTION BRANCH

Keeney, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
28 SUNDAY	NO JOB ACTIVITY
29 MONDAY	NO JOB ACTIVITY
30 TUESDAY	Contractor removing tension wire between Shasta Way & So. 6th. St.
31 WEDNESDAY	Contractor removing tension wire from Shasta Way to Esplanade St. Installing tension wire from Esplanade St. to Main St.
1 THURSDAY	Contractor installing tension wire from Main St. to Washburn Way.
2 FRIDAY	Contractor installing tension wire from Washburn Way to Shasta Way.
27 SATURDAY	NO JOB ACTIVITY

REMARKS

THIS WEEK: Contractor finished removing all non-spec tension wire, and began installing new wire.

NEXT WEEK: Should finish replacing all the tension wire, and project will be completed.

RECEIVED
NOV 5 1979
CONSTRUCTION
SERVICE

SIGNED Wayne Holcomb LOCATION Klamath Falls

Wayne F. Cobine, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

NOTED
H. S. COULTER

cc Scott Coulter
Don Shaffer
Believe we may have made the correct choice to go ahead w/ this
Dale

Officially Open, Or Not

Bike Path Gets Heavy Use

By CAROL SISCO
H&N Staff Writer

Don't tell bicycle riders their new bike path isn't open yet. Klamath County hasn't officially opened the new bike path but riders are using it in droves.

The path, which connects with the existing Vern Owens Memorial Bicyle Trail, won't open until fencing is completed, probably in about two weeks. It allows riders to travel uninterrupted from Oregon Institute of Technology to South Sixth Street.

The trail would have been completed sooner but the wrong size fence posts were received for the four-foot fence, Public Works Director Earl Kessler said.

"We can't open the path until the area along the A Canal is fenced due to safety hazards," Kessler said. However, no action is planned against individuals already using the path.

Posts were too short for the fence. They were reordered and crews are installing them now.

Many times the county almost gave up on the trail when funding problems occurred. The last obstacle came in January when funds were rescinded by the Heritage Conservation and Recreation Service because an agreement between Klamath County and Klamath Irrigation District apparently did not allow adequate county control of the area which is managed by KID and owned by the U.S. Bureau of Reclamation. The recreation service was afraid the path would not remain in recreational use.

However, early in February Oregon Transportation Commission authorized $101,800 to replace federal funds for the $234,000 project. Klamath County and Klamath Falls contributed $47,000 and the state had already promised an additional $85,200.

Plans for the three-mile path were conceived several years ago and the proposal was submitted to Washington, D.C. as the top regional bikeway project of 1976. However, funding went to Eugene instead.

The next year it had top priority for state assistance and a promise of $145,000 from the federal Bureau of Outdoor Recreation (now the Heritage Service). The state agreed to pay 30 percent and Klamath County and Klamath Falls set aside the remaining 20 percent.

Financial agreement was reached in March, 1978 and a contract was let to J.D. Steel Co., Medford, in October. Plans for spring construction were halted in January when the Heritage Service pulled out of the agreement.

The state was instrumental in helping Klamath County receive the earlier federal funding, Kessler said. When that was lost, the state bicycle committee still thought the local project warranted assistance.

The main concern now is completing fencing and opening the trail later this month.

The new trail connects with the old one at Portland Street where it follows the Alameda Bypass to Esplanade Street. At Esplanade, it crosses to the west side of the canal bank and follows the banks to South Sixth Street.

Using the trail provides access to OIT, Klamath Falls Municipal Swimming Pool, the YMCA, a senior citizens complex on Eberlein Street, Kiger Stadium and Shasta Plaza Shopping Center.

No motor vehicles — including motorcyles — are allowed on the trail and some type of barrier will be erected to discourage them, Kessler said.

RECEIVED
STATE HWY ENGR
JUN 28 '79
REFER TO

Officially Open, Or Not

Bike Path Gets Heavy Use

By CAROL SISCO
H&N Staff Writer

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However, early in February Oregon Transportation Commission authorized $101,800 to replace federal funds for the $234,000 project. Klamath County and Klamath Falls contributed $47,000 and the state had already promised an additional $85,200.

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No motor vehicles — including motorcyles — are allowed on the trail and some type of barrier will be erected to discourage them, Kessler said.

Klamath Falls residents of all ages enjoy new bike path

RECEIVED
STATE HWY ENGR
JUN 28 '79
REFER TO
FOR
Info | Inves. | R-D | D-R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 30, 1979

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: Klamath Falls Bikepath

NOTED
H. S. COULTER

I have read the file on the Klamath Falls Bikepath from the Location Office and have talked to Don Shaffer and Curtis Baker. I have also read Dick Neeley's, Solicitor General, opinion that Land and Water Conservation Act funds cannot be utilized because the Bureau of Reclamation has first rights on the canal roadway. Since the Klamath Irrigation District is operating the Bureau of Reclamation canal, the Bureau of Reclamation can, at any time, disrupt the roadway and the bikepath would need to be restored by whoever built it rather than the usual procedure of "restoration by whoever does the disturbing."

Neeley did mention that the Bureau of Reclamation's Water Conservation Fund Act has recreation funding available. I asked Curtis Baker to pursue this potential funding. He found that Bureau of Reclamation funds are reserved for reservoir projects and, secondly, that the funds are committed by budgeting projects in their budgeting process. Senator Packwood and Representative Ullman have both been contacted by Klamath County officials according to Baker.

In the meantime, I suggest we go ahead with the project as recommended in your letter to the Commission dated January 26, 1979. If anything comes of the attempts to get funding from the Bureau of Reclamation, we can use their funding rather than Highway Division funds.

DHM:lml

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

8831

8

Victor Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1979

J. B. Steel, Inc.
Post Office Box 4460
Medford, OR 97501

Re: Portland St.-S. 6th Bikeway
(Klamath Falls)
Contract No. 8831
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Dale Allen
John Jenkins
Wayne Cobine

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
ENGR ASST ENGR DR SUPT ACCT

NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

- #8831

DATE: January 26, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Cooperative Funding
Portland St.-So. 6th St. Bikeway (Klamath Falls)
City Streets & "A" Canal
Klamath County

On the Consent Calendar for your February 8 meeting will be a request for an increase in State funding participation in the construction of the Portland St.-So. 6th St. Bikeway in Klamath Falls.

In 1976 the subject project was submitted by the Federal Highway Region 10 office to Washington, D. C. as the top bicycle demonstration project from the Region, but it failed to receive funding approval.

The Advisory Committee on Bicycles subsequently advised the Highway Division to give top priority for State assistance to this project if a satisfactory financial arrangement could be reached. Application was made for Bureau of Outdoor Recreation (B.O.R.) assistance to supplement State and local funding. In 1977, $145,000 in B.O.R. funds were set aside as 50 percent of the cost of this project. On March 28, 1978, Chairman Jackson approved entering into a financial agreement with Klamath County and the B.O.R. (20 percent County, 30 percent State, and 50 percent B.O.R. funding).

On October 26, 1978, bids were received for the project and Contract No. 8831 was awarded to J. B. Steel Inc. of Medford with a low bid of $202,034.

On January 16, 1979, we were advised that the Heritage Conservation and Recreation Service (formerly B.O.R.) had rejected this project for funding. The reason given was that a review of the agreement between Klamath County and the Klamath Irrigation District did not vest adequate control and tenure in Klamath County to qualify for HCRS assistance. The legality of this rejection has been corroborated by our Chief Counsel.

The current estimate for this project is $234,000. Klamath County has deposited $47,000 as the local share of the project. This leaves $187,000 to be financed if the project is to be pursued at this time. The State has set aside $85,200 (30 percent of the original estimate), which leaves $101,800 unfunded.

State funds are available within this year's one percent we are required to spend for the establishment and construction of bicycle-pedestrian trails.

The Advisory Committee on Bicycles has been contacted and they have reaffirmed the high priority of this project and recommended that the Highway Division finance the required amount.

Because the contract has already been awarded and the existence of a potential claim if the Highway Division reneges, because the Advisory Committee still recommends that the project be pursued, and because funds are available within this year's one percent requirement, your approval of the expenditure of the additional State funds is recommended.

Approved

DES:lt HSC:ia

bc F. B. Klaboe
C. W. Head
D. H. Moehring
R. L. Schroeder
L. W. Rulien
E. S. Hunter
C. T. Keasey
V. E. Skoog
George Bell
Dale Allen

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

J. B. Steel, Inc.
Post Office Box 4460
Medford, OR 97501

Re: Portland St.-S. 6th Bikeway
(Klamath Falls)
Contract No. 8831
Delete Subsection 403.34 of the
Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
Dale Allen
John Jenkins
Wayne Cobine

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#8831

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 29, 1978

J. B. Steel, Inc.
190 N. Ross Lane
P. O. Box 4460
Medford, OR 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8831 for work on the Portland Street-S. 6th Bikeway (Klamath Falls) Section in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kimm
Dale Allen
Wayne Cobine

FROM

J. B. STEEL, INC.
P. O. Box 4460
MEDFORD, OREGON 97501

Message Reply

Phone 772-2278

DATE: November 22, 1978

FILE NO.

PRIORITY
- ☐ URGENT!
- ☐ SOON AS POSSIBLE
- ☐ NO REPLY NEEDED

ATTENTION:
C.W. Head
Commission Services

SUBJECT:
Portland Street-S. 6th Bikeway
Klamath Falls, Oregon

TO

Department of Transportation
Transportation Building
Salem, Oregon 97310

MESSAGE

Enclosed please find two (2) signed copies of the contracts for the above captioned project.

If any further information is required of us, please don't hesitate to contact our office.

Enclosures

SIGNED: Mary Bowser/Secretary

REPLY

DATE OF REPLY:

REPLY TO:

RECEIVED
NOV 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED:

SENDER: MAIL RECIPIENT WHITE AND PINK SHEETS.

8831

Form 734-1191 (Rev. 5/77)

Contract 8831

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-17-78	CC 1917	

CREDIT DISTRIBUTION

BILL TO: Code:

Board of County Commissioners

Courthouse

Klamath Falls, Oregon 97601

Attn: Earl Kessler, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial return of the advance deposit for the construction on Portland St.-South 6th St. (Klamath Falls) Section			

ok to file //

Advance Deposit Amount	$ 71,075.53
Advance Deposit Previously Transferred to Highway Fund	$ ---
Balance	$ 47,970.00
Transfer to Highway Fund	$ ---
Refund Due	$ 23,105.53
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . $

Submitted by:

Fred Hildebrandt

Fred Hildebrandt

Approved:

Gerald W. Wimer

SP*35736-734

#8831

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
Wayne Cobine
SAIF
Fran

November 16, 1978

J. B. Steel, Inc.
190 N. Ross Lane
P. O. Box 4460
Medford, OR 97501

Gentlemen:

The Oregon Transportation Commission on October 31 accepted your proposal for work on the Portland Street-S. 6th Bikeway (Klamath Falls) Section in Klamath County for the sum of $202,034 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Klamath County and when the sum of $47,970 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8831.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin November 29, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

5831

October 26, 1978

Board of County Commissioners
Courthouse
Klamath Falls, Oregon 97601

Attn: Mr. Earl Kessler
County Engineer

Gentlemen:

On October 26, 1978 a satisfactory bid was received from J. B. Steel, Inc., P.O. Box 4460, Medford, Oregon 97501 for construction on the Portland Street-South 6th Street, (Klamath Falls) Section.

The Advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$202,034.00
Temporary Erosion Control	$ 500.00
Bikeway Signs	3,200.00
Vehicle Barrier Post	5,000.00
Adjust Pedestrian Signals	250.00
Adjust Inlets	350.00
4% Contingencies	9,510.03
(9%) Engineering	19,020.06
ESTIMATED TOTAL COST	$239,864.09

County's Advance Deposit:
20% of $239,864.09 = $47,972.82 or say $47,970.00

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than November 17, 1978.

"Please make your check for $47,970.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

FH:pf
bcc w/AD # 524: Region 4 Federal Aid Specialist
Vern Skoog - Please return completed AD # 524 when check is received.

VM

8831

Salem, Oregon
October 11, 1978

H.S. Coulter
State Highway Engineer

F I L E

Footpaths and Bicycle Trails
October 26, 1978 Bid Letting

Portland St. —
to 7th

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened on the following projects:

1. Eagle Creek (Middle) Bridge, Baker County
   Structure
   28-foot roadway on structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Brookings (Wharf Street), City Street, Curry County
   Grade and Pave
   5-foot sidewalks with curb cuts provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. South Third Street at Wilson Avenue in Bend
   City Street, Deschutes County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Central Oregon Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Same as No. 3.

5. Crane Rock Production, Harney County
   Aggregate Crushing

   Same as No. 3.

6. Portland Street-South 6th Street Bikeway (Klamath Falls)
   "A" Canal, Klamath County
   Grade and Pave

   An 8-foot Class I bikeway is being constructed under this contract.

7. McKenzie Highway at 3rd Street in Springfield
   McKenzie Highway, Lane County
   Traffic Signals

   Same as No. 3.

8. 6th, 8th and Quincy Streets (Harrisburg)
   City Street, Linn County
   Grade and Pave

   36-foot roadway with curbs and curb cuts. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.

9. Jordan Valley Rock Production
   I.O.N. Highway, Malheur County
   Aggregate Crushing

   Same as No. 3.

10. Powell Blvd (at 162nd) and Sandy Blvd (at 122nd and 162nd)
    Mt Hood and NE Portland Highways, Multnomah County
    Traffic Signals

    Same as No. 3.

11. Beaverton/Hillsdale Hwy at 91st Street (Beaverton)
    Beaverton/Hillsdale Highway, Washington County
    Traffic Signals

    Same as No. 3.

12. Pacific Hwy West at SW McDonald St (Tigard)
Pacific Highway West, Washington County
Traffic Signals

Grading and paving incidental to right turn lane. Existing bikeway on McDonald Street will not be disturbed.

Same as No. 3.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8831

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1978

ADVISORY COMMITTEE ON BICYCLES

RUTH BASCOM, Chairman
2114 University Street
Eugene OR 97403

GLENN GREGG, Vice Chairman
Lewis & Clark College
0615 SW Palatine Hill Road
Portland OR 97219

DON STATHOS
2770 Biddle Road
Medford OR 97501

FRANS PAUWELS
7685 SW Willomere Drive
Portland OR 97225

RICHARD MOFFITT
1150 Mohawk Boulevard
Springfield OR 97477

RICHARD HOFLAND
Bureau of Planning
City of Portland
424 SW Main Street
Portland OR 97204

GLENN SANDERS
18045 SW Pheasant Lane
Aloha OR 97005

RICHARD P. CRAMER
1350 NW Spring Street
Corvallis OR 97330

Mr. Ed Hunter
Technical Services Engineer
Department of Transportation
Transportation Building
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Hunter:

Thanks for questioning the cost of the "A" Canal Bikeway in Klamath Falls. The huge fencing expenditures on that project have puzzled me since it first came to our attention as a candidate for National Bikeway Demonstration funding in 1974.

You seem able to hit the nail on the head when it comes to spotting problems.

The Bicycle Advisory Committee will be meeting in Salem in January and again in April. We would appreciate having you come to one of those meetings to report briefly on problems we should be aware of.

Sincerely,

Ruth Bascom

Ruth Bascom, Chairman

RB:ja

RECEIVED
TECHNICAL SERVICES
OCT 12 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8831

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls

Sept. 29, 1978

K. Falls

FILE: LOC 17-3

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Klamath Falls "A" Canal
Bikeway
Prefix: 18-8205

TO: MEMO TO THE FILE

This date Francis Roberts and I walked the proposed bikeway route and discussed with Earl Kessler reduction in quantities that could be made to reduce the estimated project cost.

As a result, the following changes can be made.

1. Eliminate all but 690 lin. feet of the 36" fence. Specific locations were given to Bob Gettis in Final Design.

2. Reduce the maximum run to 300 feet between anchor posts for the Type CL-5 modified fence since the line posts are not set in concrete.

3. Include the vehicle barriers in the plans or provide monies for them under anticipated items in the contract authorization.

4. Reduce the flagmen hours from 500 to 200.

The above changes including the reduction in 6 foot fence to 5 foot will approximate a savings of $84,000, making the estimated cost of the project $300,000.

These charges were telephoned to Hal Versteeg and relayed to the designer for correction of the plans and specifications on this date.

WFC:tlc

cc: H. Versteeg
D. Allen
E. Kessler

REFERRED TO
Beard, Stoudenmeyer, Cole W.F.C., Sample, Watson, Erikson, Dorn, Lou, Hager, Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Art
Bill - file copy
O.b.

1 Versteeg
2 Christenson
George, Olson, Terpin
3 Sullivan
Scott, Savage

RECEIVED
OCT 0 2 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

8831 K. Falls

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 25, 1978

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: A Canal Bikeway
Klamath Falls
Klamath County

TO: Dale D. Allen
Regional Engineer

We have been asked to look at the A Canal Bikeway project with an eye to cutting down on the price tag. The enclosed estimate is the result of an effort by Hal Versteeg, Frank Terpin and myself to reduce this project estimate by 80 to 90 thousand dollars.

I have talked to Earl Kessler and Wayne Cobine about eliminating barrier posts and reducing the fence height but not the other items. The 5-foot fence we propose would have all line posts driven; posts would be 1¼-inch nominal 2.72 lb/ft with 1.88-oz zinc; fabric would have 1.2-oz coating.

Would you please touch base with the other parties involved, especially on the 36-inch chain link without fabric. We propose to put it in selected locations only and have therefore cut 60 percent of it out of the project.

Mr. Hunter will sign the plans and the job will go to contract if all parties agree to these changes.

Thanks for your help.

Attachment

DES:mc
cc J. H. Versteeg

REFERRED TO

Beard ____ Stoudenmeyer ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Dorn ____ Lau ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Versteeg ____ Trout ____
Christenson ____
George ____
Olson ____
Terpin ____
Sullivan ____
Scott ____
Savage ____

RECEIVED
SEP 27 1978
ENGINEERING SECTION

Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____

8831

K. Falls

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/20/78
Donald K. Rouse

All Clear Deadline 10-26-78 Bid Letting

SECTION PORTLAND ST.-S. 6TH ST. (KLAMATH FALLS)
Highway "A" Canal Bikeway
County Klamath Region 4
Type of Work G,P,Bikeway Funds OTHERS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS					
Negative Declaration					
Project Assessment					
Write-off Letter					
PERMITS:					
Division of State Lands					X
D.O.G.M.I.					X
Corps of Engineers					X
Coast Guard					X
Co. Conditional Use					X
NPS Air Pollution					X
NPS Water Pollution					X
CULTURAL:					
Cultural Survey			X		
Cultural Salvage	X				
NOISE:					
Noise Study	X				

N/A Other Funds

8831

K. Falls

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON

INTER-OFFICE CORRESPONDENCE

September 15, 1978

Klamath Falls, Oregon

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Portland St.-S. 6th St.
Bikeway (Klamath Falls)
City Streets & "A" Canal
Klamath County

TO: MEMO TO THE FILE

In discussions with Earl Kessler, Director of Public Works, Klamath County, concerning subject project, some changes can be made in the plans.

Mr. Kesseler, after checking with the Klamath Irrigation District (KID) informs me that the 3 strands of barbed wire on the Type CL-6 (Modified) fence as shown on sheet 2A of the plans can be elliminated since the fence has been raised form 4 feet to 6 feet in height.

Therefore this date, I called and informed Duane Christensen through Don Stoudenmeyer that the barbed wire could be elliminated. This should reduce the cost of the contract around $4,000.00.

cc: Earl Kessler
D. O. Christensen
Dale Allen

9-18-78
Plans have been revised DOL

Versteeg
Christensen DOL
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 18 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO

Ward Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

8181

"PROJECT MANAGEMENT OFFICE MEMO"

Date 9-11-78

Subject K. Falls Bikeway "A" Canal Portland Ave – So. 6th Street File No.

Received ~~(call)~~ (visit) from Frank Terpin

Address Location

Made (call) (visit) to — Phone 6883

Reason for contact and general discussion: Terpin says that Shaffer tells him if subject bikeway exceeds 3% over current estimate of $385,000 (See Oct. 26 letting – Item #22) 50% BOR 30% St. Bikeway-10%-10% City; the 3% maximum is allowable over-run on project, due to available City to matching funds unless State picks up total match over. If State does not provide funds then we must downscope or shorten projects probably re-advertise.

Terpin & I agree we shouldn't go for the hugh over-run due to other facilities & communities in need.

Signature D.N. Harrell

cc Terpin
Allen

File ( ) ( ) (W) ( ) ( ) (W) ( ) (K) Hildebrandt (F) Carnforth
Circulate: PME LGE OPE FAE CCE OM Other

8831

April 6, 1978

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

Attention: Wm. D. Milne
County Clerk

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

Attention: Harold Derrah
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6450

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Klamath County, City of Klamath Falls, and the Highway Division for construction of the Portland Street-S. 6th Street Section of the "A" Canal Bikeway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (conf. agree. att.)

(#1)

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 30, 1978

TO Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning &
Coordinating Council
Lake County Courthouse
Lakeview, OR 97630

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for BOR Funds
State Admin. Dist. No. 11
Section: "A" Canal Bikeway
Highway: Klamath Falls
County: Klamath

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 1, 1978.
If additional information is desired, please contact Gary A. Scott, phone 378-5009.

BLG: dmc
Attachments

cc: H. S. Coulter
D. G. Talbot
J. H. Versteeg
J. B. Boyd
Gary Potter

Region 4: Carl M. Williams
District 11: J. L. Gunter
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JAN 31 '78
REFER TO
FOR
Info | Inves | R/D | D.A. | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 | 12] APPLICANT: Department of Transportation | 46] DIVISION: State Parks Branch

03 | 12] APPLICANT ADDRESS STREET: 525 Trade St. SE | 46] CITY: Salem | 76] ZIP: 97310

04 | 12] CONTACT PERSON: Gary A. Scott | 46] AREA CODE: 503 | 49] PHONE: 378 | 56] EXTENSION: 5009

01 | 12] PROJECT TITLE: "A" Canal Bikeway

11 | 12] PROJECT LOCATION—CITY: Klamath Falls | PROJECT LOCATION—COUNTY: Klamath | PROJECT LOCATION: SEC: 28,33&34 / 3 T: 38S / 39S R: 9E

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] Construct a 3.86 mile bikeway along the bank of the Klamath Irrigation District's

07 | 12] "A" Canal at Klamath Falls. The project is jointly sponsored by the Highway

08 | 12] Division, Klamath County and the City of Klamath Falls. The funding is 50%

09 | 12] BOR, 30% State Bikeway Funds, and 10% each from city and county.

10 | 12]

12 — AMOUNT REQUESTED—FEDERAL FUNDS / NON-FEDERAL MATCHING FUNDS / OTHER / TOTAL

12] (A) Grant	20] (B) Other	28] (C) State	36] (D) Local	44] (E) FUNDS	52] (F) FUNDS
145,000		87,000	58,000		290,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

14 | 12] FEDERAL PROGRAM TITLE: Land & Water Conservation Fund

15 | 12] FEDERAL AGENCY NAME: Dept. of the Interior | 46] FEDERAL SUB-AGENCY NAME: Bureau of Outdoor Recreation

17 — (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
XX 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes XX 29 No ☐ 30 Date: Jan. 30, 1978

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes [X] 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: March | 43] DAY: 1 | 45] YEAR: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐ NA

III. Explain deviations if any, from pertinent plans.

None

IV. Federal Catalog number (or Public Law no. and title) 15.400

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 30, 1978

VI. If project includes state funds (12C), identify agency Highway Division, DOT

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$ 87,000	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	% 50	$ 145,000	% 30	$ 87,000	% 80	$ 232,000
Second Year	%	$ none	%	$	%	$ none
Third Year	%	$ none	%	$	%	$ none

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☒

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

"A" CANAL BIKEWAY

OWENS BIKEWAY

KIT CARSON TENNIS COURTS

ROOSEVELT SCHOOL

KLAMATH UNION

PROPOSED BIKEWAY

PONDEROSA JR. HIGH SCHOOL

HENDERSON PARK

CENTRAL BUSINESS DISTRICT

MILLS SCHOOL

KIWANIS PARK

YMCA

K O A CAMPGROUND

O'NEIL SCHOOL

SHASTA PLAZA SHOPPING CENTER

FAIRGROUNDS

PLUM HILL

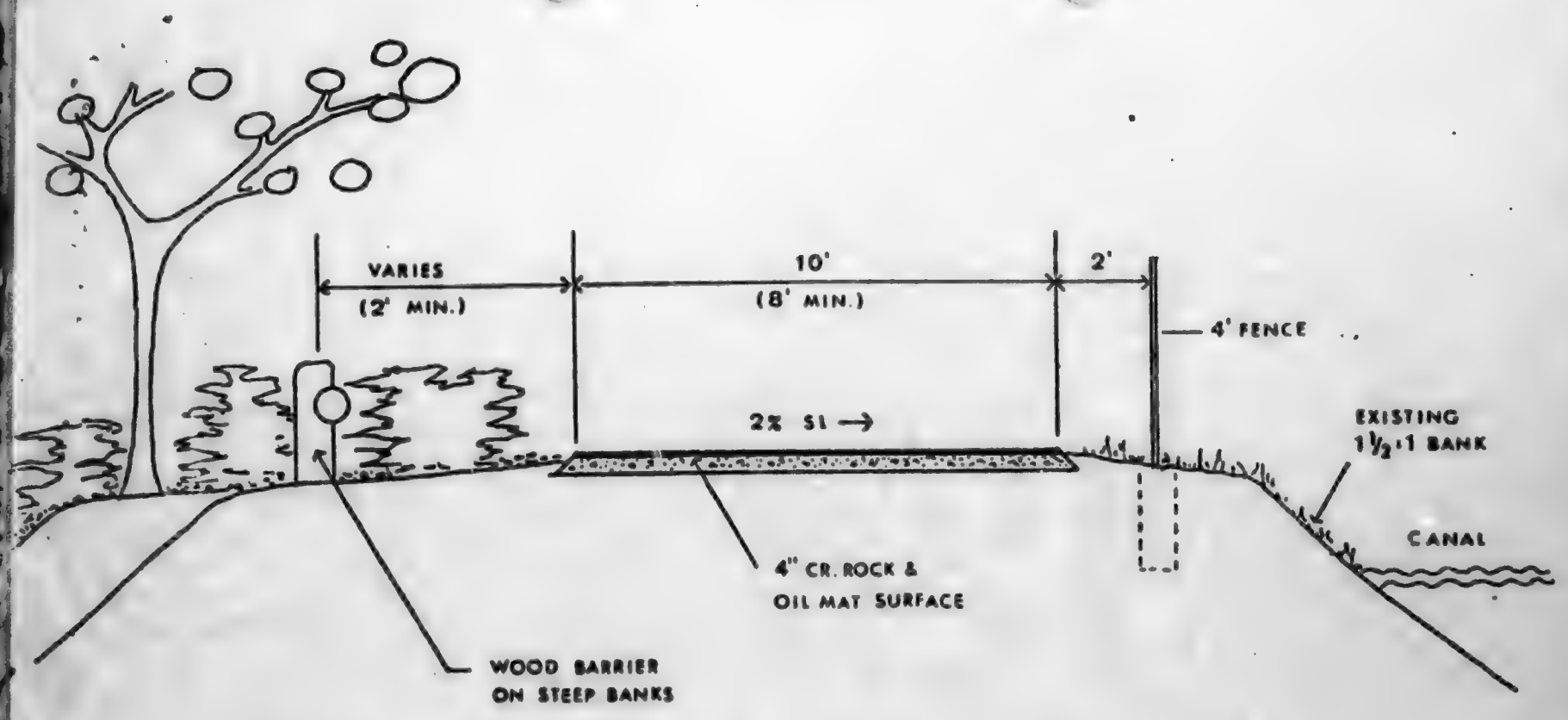
HOGBACK

PELICAN CITY

LAKE

RIVER

RIVER



TYP. SECTION THRU BIKEWAY

CLASS 1 TWO-WAY TRAIL

8831

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter, Manager
Office of Technical Services

DATE: January 26, 1978

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Construction-Finance Agreement Draft
"A" Canal Bikeway
Klamath County and
City of Klamath Falls

Transmitted herewith for your consideration is an agreement draft covering state, county and city responsibilities for design, construction and maintenance of the "A" Canal Bikeway in Klamath Falls.

This project is currently scheduled for contract at the June 22, 1978 bid opening with a planning estimate of $290,000. Proposed funding is 50 percent BOR, 30 percent State and 20 percent county and city.

Please study the draft and, if you approve, forward to the Location Section for their review, comment and return to this office for preparation in final form.

MCH:dpy

Attachment

Wimer - Please change the part covering future maintenance to be more specific.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JAN 30 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

RECEIVED
TECHNICAL SERVICES
JAN 27 78
REFER TO
FOR
Info | Invoice | R/D | D/R | Sign | Act | File

J K Winston
2-1-78

REFERRED TO
By Location Engineer
Review

OK except for noted change in exhibit "A"
D E Shaffer

81-128-1367

8831

I

Salem, Oregon
October 27, 1977

Donald E. Shaffer
Bicycle Route Engineer

Curt Baker
Parks and Recreation

"A" Canal Bikeway Agreement
Klamath County

While I understand your concern with parts of the subject agreement, I feel the language is appropriate. At present, the Federal Government and Klamath Irrigation District can maintain the canal without restrictions. They want to be able to maintain it in the future without undue concern over possible damage to the recreational facility. If it becomes necessary for the US or KID to remove a section of fence to maintain the canal, it will be the county's responsibility to replace it.

If the county can live with this agreement, as written, I find it satisfactory.

DES:jp

Copy Mainor Holmes 1-20-78

NOTED - W. H. WAKERLIG

NOTED
W. N. HACKLEMAN

9831

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Shaffer
Highway Location

DATE: October 26, 1977

FROM: Curt Baker
Parks and Recreation

SUBJECT: Proposed Agreement
"A" Canal Bikeway

Enclosed is a proposed agreement between the U.S. Bureau of Reclamation and Klamath County pertaining to right of way for the "A" Canal Bikeway. Please review the document and comment on any provisions you wish altered.

We have noted that Section 4 on page 3 and Section 8 on page 5 may be objectionable from the County's standpoint. Please direct your comments to me or to Earl Kessler, Klamath County Engineer.

CB:pb

Enclosures

RECEIVED
OCT 28 1977
LOCATION
SECTION

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

October 13, 1977

Mr. Curt Baker
Project Officer,
525 Trade Street S. E.
Salem, OR 97310

Dear Curt:

Enclosed is a copy of the proposed agreement between the Bureau of Reclamation and Klamath County for the utilization of the A-Canal for a bikeway. If this agreement meets your criterion, please let me know and I will inform them to finalize the agreement.

Your earliest consideration of this draft will be greatly appreciated so that the bike path can progress.

Yours truly,

Earl E. Kessler
County Engineer

EEK:jmn

Contract No. _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Klamath Project, Oregon

CONSTRUCTION, OPERATION, AND MAINTENANCE AGREEMENT BETWEEN THE UNITED STATES OF AMERICA, KLAMATH COUNTY, AND KLAMATH IRRIGATION DISTRICT FOR A RECREATIONAL TRAIL ON THE 'A' CANAL

Table of Contents

Article No.		Page No.
	Preamble	1
1	Definitions	2
2	Grant of Rights	2
3	Term and Extensions of Term	2
4	Recreation Use Subordinate to Primary Use of Right-of-Way--Suspension	3
5	Installation of Safety Facilities	3
6	Construction and Improvements	4
7	Operation and Maintenance	4-5
8	Maintenance of Klamath Irrigation District Facilities	5-6
9	Reservations and Limitations	6-7
10	Conflicting Use of Licensed Area	7
11	Klamath Irrigation District and United States to be Held Harmless: Liability Insurance	7-8-9
12	Review of Administration	9
13	Books, Records and Reports	9-10
14	Termination	10
15	Title to Improvements and Restoration	10-11
16	Miscellaneous Provisions	11-12-13
	Signature Page	

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Klamath Project, Oregon

CONSTRUCTION, OPERATION, AND MAINTENANCE AGREEMENT BETWEEN THE UNITED STATES OF AMERICA, KLAMATH COUNTY, AND KLAMATH IRRIGATION DISTRICT FOR A RECREATIONAL TRAIL ON THE 'A' CANAL

THIS AGREEMENT, made and granted this [redacted] day of [redacted], 19[redacted], pursuant to Act of Congress June 17, 1902 (32 Stat. 388) and acts amendatory thereof and supplementary thereto, by and among the United States of America acting by and through the Secretary of Interior, or his duly authorized representatives hereinafter styled the "United States"; Klamath Irrigation District, a public body, acting by and through the President or his duly authorized representatives, and Klamath County acting through the ~~Chairman of the Board or his duly authorized representatives~~ Klamath County Board of Commissioners, hereinafter referred to as "County."

WHEREAS, the United States has constructed the 'A' Canal system to supply an irrigation supply to Klamath Project water users, and,

WHEREAS, Klamath Irrigation District, by contract with the United States, operates and maintains the 'A' Canal System, and,

WHEREAS, Klamath County wishes to construct a recreational trail along portions of the 'A' Canal System, and

WHEREAS, said recreational trail is not incompatible with the primary use of the 'A' Canal System.

NOW THEREFORE, the parties agree as follows:

DEFINITIONS

1. When used herein unless otherwise distinctly expressed or manifestly incompatible with the intent thereof, the terms

(a) "District Contract" means the contract between Klamath Irrigation District and the United States dated: November 29, 1954, and amended April 25, 1962, identified by number 14-06-200-3784, together with any supplements or amendments of said contract that may hereafter be agreed upon by Klamath Irrigation District and the United States.

(b) "Licensed Area" means those portions of the right-of-way of the 'A' Canal System in Klamath County, Oregon, mutually agreed upon in writing by the United States, Klamath Irrigation District, and the County.

(c) "Recreational Trail" means a reasonably safe public trail suitable for use by hikers and cyclists, together with staging areas, rest areas, landscaped areas, and other appurtenances thereto.

GRANT OF RIGHTS

2. The United States, with the concurrence of Klamath Irrigation District, hereby grants to the County, on the terms and conditions herein set forth, an exclusive right to develop, administer, operate and maintain a continuous recreational trail within the licensed area.

TERM AND EXTENSIONS OF TERM

3. The term of this agreement shall commence on the date first above written and shall extend for 25 years thereafter. This agreement may be further extended for successive periods of time on such terms and conditions as shall be agreed upon in writing by the parties not later than one year prior to its expiration.

RECREATION USE SUBORDINATE TO PRIMARY USE OF RIGHT-OF-WAY--SUSPENSION

4. The parties acknowledge that the primary use of the right-of-way of the 'A' Canal System is for the purposes of transporting and distributing an irrigation water supply, to water users within the District. The use of the licensed area pursuant to this agreement is secondary and subordinate to said primary use. The County shall not at any time use, or permit the public to use, the licensed area in any manner that will materially interfere with or impair said primary use or the operation and maintenance of the 'A' Canal System by the District. Klamath Irrigation District shall have the right, without liability to the County, to temporarily suspend or to limit the use of the licensed area by the County and the general public during such periods of time as the United States or Klamath Irrigation District determines that such suspension or limitation is necessary in the interest of public safety, national security, or the operation and maintenance of the 'A' Canal System.

INSTALLATION OF SAFETY FACILITIES

5. (a) The public shall not be permitted to use any portion of licensed area until such safety facilities as Klamath Irrigation District and the United States determine to be reasonably necessary for the safety of persons using the licensed area ~~have been~~ are installed/ and ~~accepted~~ approved by Klamath Irrigation District and the United States. Safety facilities will include, but not be limited to fencing within the licensed area ~~along~~ adjacent to the canal, at canal crossings and any portions of the right-of-way of the canal that shall not be accessible to or to be used by the general public.

CONSTRUCTION AND IMPROVEMENTS

6. (a) All engineering plans, designs, and specifications required for the construction of the recreational trail shall be submitted to the United States and Klamath Irrigation District 60 days in advance of the proposed construction date for approval. No construction shall be initiated until such work has been approved by both the United States and Klamath Irrigation District.

(b) All survey datum used during the construction will be based on that in use by the United States. B (USBR?)

(c) Careful consideration shall be given to the design and maintenance of the grade along the proposed route. Minimum freeboard, as determined by the United States, shall be maintained along the entire route of the bike trail.

OPERATION AND MAINTENANCE

7. (a) Throughout the term of this agreement and any renewal or extension hereof, the County will develop, administer, operate and maintain a recreational trail in the licensed area without cost to Klamath Irrigation District or the United States. Said operation and maintenance will include, ~~without limitation~~ but not limited to, the following:

(1) removal and disposal of debris and rubbish

(2) control and abatement of weeds, vectors and fire hazards

(3) prevention of erosion

(4) posting and maintenance of signs warning against trespass on portions of the licensed area where public access is prohibited

(5) all policing of the licensed area to prevent illegal use and vandalism

Article 6(a)(b)(c), 7(a)
Addendum 1(e) 1,2,3,4,5

CONSTRUCTION AND IMPROVEMENTS

6. (d) During the design of the paved portion of the bikeway, the County shall take into consideration the joint-use of the pavement by O&M vehicles and bicycles.

(e) The United States and Klamath Irrigation District reserve the right to inspect all improvements constructed in the licensed area to assure compliance with plans and designs approved in part (a) above.

(f) The County shall coordinate construction activities with Klamath Irrigation District so that the primary use of the 'A' Canal System will not be infringed upon.

Article 6--d, e, f...

(b) No grading, excavating, paving, planting of trees or erection of substantial structures shall be done in the licensed area except in accordance with plans and specifications previously approved in writing by Klamath Irrigation District and the United States.

(c) Subject to the express limitations, restrictions and conditions herein set forth, small removable structures and recreational equipment may be installed and moved within, and may be removed from the licensed area as the County may from time to time determine, provided that no damage is thereby cause to property of Klamath Irrigation District or the United States and provided further that no fence or permanent structure or gate, shall be removed without the prior approval of the District.

(d) Klamath Irrigation District and the United States may, at its option, require the County at their expense to remove any structure built or equipment installed by them within the licensed area upon the termination of this agreement.

MAINTENANCE OF KLAMATH IRRIGATION DISTRICT FACILITIES

8. If, in the course of operation and maintenance of the 'A' Canal System, it becomes necessary for Klamath Irrigation District or the United States to remove or damage improvements associated with the recreation trail in the licensed area, the County shall be responsible for the repair or reconstruction of the improvements. Under no circumstances will the United States or Klamath Irrigation District be liable to repair or reconstruct portions of the trail damage or destroyed by operation and maintenance activities. Maintenance activities may include but are not limited to the following: modification of the embankment, cleaning of the canal, and structure rehabilitation.

Article 7(b)(c)(d), 8

However, care will be taken by the United States and Klamath Irrigation District to minimize adverse impacts made by operation and maintenance activities.

RESERVATIONS AND LIMITATIONS

9. (a) This agreement and the use of the licensed area by the County and the public is subject to, and the County shall not interfere or permit interference with, the following:

(1) Any and all easements, encroachment permits, rights, privileges or interests in the right-of-way of the 'A' Canal System which have been or may hereafter be granted or issued by the United States for canal crossings, for water, sewer, drainage, gas, electric and other utility facilities and for other purposes of the Klamath Project of the United States Bureau of Reclamation.

(2) The right of properly authorized officers, assignees, agent, employees, licensees, permittees, and lessees of Klamath Irrigation District and the United States to enter upon the licensed area without condition for the purpose of enforcing, protecting, and exercising the rights reserved to the District and to the United States and protecting the rights vested in those not party to this agreement.

(b) The use of the licensed area by the County and the public is subject to each of the following prohibitions:

(1) The waters of the Canal shall not be polluted or contaminated, nor shall any foreign matter be placed therein.

(2) No herticide shall be used within the licensed area the use of which is prohibited by law or contrary to the recommendations of the Secretary of the Interior, the Oregon Department of Public Health, or the Health Officer of Klamath County.

(3) No public contact with the waters of the Canal shall be permitted for any purpose, including, but not limited to, fishing, boating, or body-contact sports.

(4) No commercial transactions, including, but not limited to, sales, rentals, and contracts for services, shall be conducted within the licensed area.

CONFLICTING USE OF LICENSED AREA

10. If in the future Klamath Irrigation District and the United States determine it necessary permanently to reduce, modify or encumber the licensed areas, they will consult with the County and give full consideration to means of minimizing any resulting adverse effects on the County's responsibility to develop and maintain a continuous system of recreational trails.

KLAMATH IRRIGATION DISTRICT AND UNITED STATES TO BE HELD HARMLESS: LIABILITY INSURANCE

11. (a) To the extent it is legally able to do so the County shall indemnify and save Klamath Irrigation District and the United States harmless from any and all liability for injuries to or death of persons or damage to property caused or resulting in any manner from the County's exercise of the rights and privileges granted hereunder, or from the public use of the licensed area or from the County's performance of its obligations hereunder.

(b) Throughout the term of this agreement, the County shall maintain in effect policies of comprehensive public liability insurance providing limits of not less than $300,000 each person, $ 300,000 each occurrence for bodily injury and _____ for property damage. Said policies shall include Klamath Irrigation District and the United States as additional insureds, but only as respects the possession, maintenance and use of the licensed area. Said policies shall provide that they will not be cancelled or reduced in coverage without 30 days prior written notice mailed to Klamath Irrigation District at 6640 K.I.D. Lane, Klamath Falls, Oregon 97601, and to the Project Manager, U. S. Bureau of Reclamation, P. O. Box R, Klamath Falls, Oregon 97601. The County will furnish Klamath Irrigation District and the United States with certificates evidencing said policies and all endorsements or changes thereof.

(c) Neither Klamath Irrigation District nor the United States shall be liable for any damage caused to the County, its employees, agents or contractors, or to the property of any of them, by reason of any act of failure to act on the part of the District or the United States in the operation and maintenance of the 'A' Canal System, provided, however, that nothing herein shall be deemed to be a waiver of any rights under the ~~California~~ Oregon or Federal tort claims acts.

(d) Damage to Klamath Irrigation District's or the United States' structures, facilities and other property for which the County is liable pursuant to the provision of Subsection (a) hereof shall be repaired by the County at its sole cost and expense.

Article 11 (b),(c),(d)

(e) If the Klamath Irrigation District or the United States determines that the County's activities have damaged facilities, structures or other property of the Klamath Irrigation District or the United States as a result of or incident to the rights herein given, notice shall be given to the County to repair the damage. The County shall have up to ninety (90) days to correct the damage to the satisfaction of Klamath Irrigation District and the United States; however, if the United States and Klamath Irrigation District determine that the damage has created or may create an emergency situation, the County may be directed to correct the damage immediately. If the County fails to do so the United States or Klamath Irrigation District, at their option, may correct the damage and the County agrees to reimburse the party making the correction for all costs and expenses incurred in connection therewith.

REVIEW AND ADMINISTRATION

12. Klamath Irrigation District, the United States, and the County upon the request of any of them will consult with one another and review the development, administration, maintenance and operation of the recreational trail under this agreement.

BOOKS, RECORDS, AND REPORTS

13. (a) The Comptroller General of the United States, or any of his duly authorized representatives, and the Bureau of Reclamation, or any of its duly authorized representatives, shall have access to and the right to examine any directly pertinent books, documents, papers, and records of the County and Klamath Irrigation District involving transactions related to this agreement, which shall continue until three (8) years after the termination of this agreement of any extensions thereof. Pertinent books, documents, papers, and records shall be retained by the County and Klamath

Irrigation District for not less than three (3) years inclusive of the term following termination of the agreement or any extension thereof.

(b) Each year, not later than January 20, the County shall furnish the United States an estimate of visitation and use by the public and a record of expenditure of funds for capital improvements for the previous calendar year on forms to be supplied by the United States.

TERMINATION

14. This agreement shall terminate and all rights of the County hereunder, except as hereinafter provided, shall cease:

(a) Upon the failure of the County or its contractors, licensees, or permittees to observe any of the requirements of this agreement, the United States shall give written notice to the County of the default and shall give the County ninety (90) days in which to initiate and complete measures to correct the default or violation. Unless the County corrects such default or violation to the satisfaction of the United States within the ninety-day period, this agreement shall terminate on the ninety-first day following service of the said written notice on the County; or

(b) upon mutual agreement of the parties hereto.

TITLE TO IMPROVEMENTS AND RESTORATION

15. (a) Within a period of thirty (30) days after termination of this agreement, the United States and Klamath Irrigation District shall notify the County in writing which improvements are to be removed from the licensed area. The County shall then have sixty (60) days in which to remove the improvements so stated. Removal of improvements by the County shall include the obligation to restore the land occupied by such improvements to its original condition as determined to be satisfactory to the United States and Klamath Irrigation District. If the County fails to remove ~~the~~ improvements so stated within sixty (60) days, the United States or Klamath Irrigation District may remove them and bill the County accordingly.

(b) Any improvements left in the licensed area ninety days after the termination of this agreement shall vest in the United States.

MISCELLANEOUS PROVISIONS

61. (a) The attached statement marked Exhibit "C", entitled Reclamation Land-Use Stipulation, wherein the County is referred to as "permittee", is by reference incorporated herein and made a part hereof.

(b) The attached statement marked Exhibit "D", entitled Non-discrimination in Employment, wherein the County is referred to as "contractor", is by reference incorporated herein and made a part hereof.

(c) All work done by the County within the licensed area shall be subject to the Environmental Requirements set forth in Exhibit "E" attached hereto and incorporated herein.

(d) This agreement is subject to all applicable terms, conditions, and limitations contained in Klamath Irrigation District's Contract.

(e) The rights and obligations of each of the parties hereto shall inure to the benefit of and be binding upon its respective successors or assigns. However, this agreement may not be assigned in whole or in part by the County without the consent of Klamath Irrigation District and the United States.

(f) The waiver of a breach of any of the provisions of this agreement shall not be deemed to be a waiver of any other provision hereunder, or a subsequent breach of the same provision.

(g) The granting of this agreement shall not be construed as any surrender or subordination to County or the general public of the supervision and jurisdiction of the United States or the District over the remaining interest of the United States in the right-of-way of the 'A' Canal System.

(h) Each party warrants that no person or selling agency has been employed or retained to solicit or secure this agreement upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee.

(i) No member of or delegate to Congress, or resident commissioner, employee of the Department of the Interior, or officer of the County or Klamath Irrigation District, shall be admitted to any share or part of this agreement or to any benefit other than as a member of the general public that may arise herefrom.

(j) All the powers, rights, determinations and privileges herein reserved to Klamath Irrigation District shall vest in and may at any time be exercised by the United States of America acting by and through the Project Manager, Klamath Project, United States Bureau of Reclamation, or his delegee.

(k) The following statement, Nondiscrimination in Public Accommodations, applies to this agreement. County agrees that it and its employees will not discriminate because of race, color, religion, sex, or national origin against any person by refusing to

furnish such person any accommodation, facility, service, or privilege offered to or enjoyed by the general public. Nor shall the County or its employees publicize the accommodations, facilities, services, or privileges in any manner that would directly or inferentially reflect upon or question the acceptability of the patronage of any person because of race, color, religion, sex, or national origin. The County agrees to include and require compliance with a provision similar to the foregoing provision in any contract made with respect to the operations to be carried out hereunder.

Contract No. _____

IN WITNESS WHEREOF, the parties have executed this agreement on the date first above written.

THE UNITED STATES OF AMERICA

By _____
Project Manager, Klamath Project
U. S. Bureau of Reclamation

KLAMATH IRRIGATION DISTRICT

By _____
, President

Attest:

_____

KLAMATH COUNTY

By _____
Chairman, County Board of Commissioners

By _____
Commissioner

By _____
Commissioner

Attest:

_____

8831

Form 87-134-3038

11

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Portland St.-S.6th St. (Klamath Falls) Date July 6, 1977, 19

Highway "A" Canal Bikeway Authorization No. 1

County Klamath Survey Prefix ~~D.C. 2701~~ 18-8205
(Assigned by Salem office)

[NOTE: Contract prefix will be 18-8204]

Description of termini, route, length, etc.:

Length: 3.86 miles.

Purpose of survey: Prepare Plans, Spec's & Estimates for construction of a Bikeway along the westerly bank of the "A" Canal.

Estimate of cost:

Field	901	10,000
Plans	905	3,000
Bridge	906	5,000
R/W	909	2,000
Soils	910	2,000
Liaison	913	2,000
Location Studies	918	1,000
Specifications	921	1,000
Found. Expl.	926	2,000

50% BOR Funds

Total estimated cost of survey $28,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . .

Total all authorizations approved (Salem) . . . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

NOTED
D. E. SHAFFER

Requests made by:

P.L. Carstensen
Costs & Records Engr. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Francis E. Turpin
Location Engineer

Approved:

E J Hurt
Deputy State Highway Engineer

SP*13100-134

Major Class 27 for BOR Projects

Cost Center 5007

8851

STATE OF OREGO INTEROF E MEMO

TO: Mr. Don Shaffer
Bicycle Route Engineer
Location Section
Transportation Building

DATE: June 2, 1977

FROM: Curtis Baker
Recreation Staff Engineer

SUBJECT: "A" Canal Bikeway, Klamath Falls
Klamath Falls, O. P. 1260

We have set aside $145,000 in Bureau of Outdoor Recreation funds as 50% of the cost of the "A" Canal Bikeway in Klamath Falls. This office will prepare and submit an application to BOR using the information provided by your office, Klamath County and the City of Klamath Falls. We will notify you when we receive BOR approval. The 50% funding figure is firm; the $145,000 can be adjusted up or down to match the actual cost of the project.

In the meantime, please conduct the location survey and prepare the plans, specifications and estimates for the project. As part of the project documentation, we need the cost of the engineering and design work done prior to a call for bids; that work is eligible for BOR participation at the same rate (50%) as the construction.

If you have questions on procedures, please call me.

CB:psp
cc: Earl Kessler, CLO, Klamath County
Jim Watson, City of Klamath Falls

NOTE:
D. E. SHAFFER

RECEIVED
JUN 5 1977
LOCATION
SECTION

RECOMMENDED
By Location Engineer

(831)

K Falls Bikeway

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 12, 1977

Board of County Commissioners
Klamath County Courthouse
Klamath Falls OR 97601

Gentlemen:

Subject: Proposed "A" Canal Bike Path

The State of Oregon will agree to make formal application to the Bureau of Outdoor Recreation for their participation in funding the subject project. Contingent upon their approval, the State will provide 30 percent of the financing for the project.

If the combined forces of the City of Klamath Falls and Klamath County will obtain all required permits, easements or other right of way considerations, complete environmental assessments, conduct all necessary hearings to prepare the project for contract, the State will agree to design, advertise contract and construct the project.

When completed, the entire project will become the property of the County and/or City for maintenance and liability.

If these conditions are agreeable to you, we will proceed to draw up a formal agreement.

Very truly yours,

Frank E. Terpin
Location Engineer

By

Donald E. Shaffer
Bicycle Route Engineer

DES:mc

bc D. N. Harwell
Carl Williams

NOTED
M...NOR C. HOLMES

PROJECT MANAGEMENT
MAY 13 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Don H.

Form 81-734-3123

8851

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

5

DEC 03 1976

IN REPLY REFER TO:
HNG-22

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

This is in response to your November 15 communication to the Office of Congressional Relations, Department of Transportation, transmitting correspondence from Mr. Raymond P. Thorne, Chairman of the Board of County Commissioners for Klamath County, Oregon, concerning the Bikeway Demonstration Program application submitted by Klamath County, Oregon.

The Klamath County proposal was among the 10 proposals submitted to the Washington Headquarters of the Federal Highway Administration by the Regional Office in Portland, Oregon. The Regional Office committee, in an effort to assist the Washington Headquarters committee, chose to rank the recommended projects. The Klamath County proposal was ranked as number one by the Regional committee.

The Washington Headquarters committee was charged with selecting, from the 100 proposals submitted, projects that would demonstrate a variety of characteristics nationwide. Each proposal was reviewed on its relative merits and the Regional recommendations were only one of the factors considered. The Washington committee was not bound by the Regional rankings.

All of the proposals reviewed in Washington had characteristics that made them worthy of funding. The same characteristics found in the Klamath County proposal were also included in a number of other proposals submitted to Washington.

It is unfortunate that the $6 million available for this program did not allow the funding of all the proposals submitted. As noted in Mr. David K. Phillips' October 21 letter, we are encouraging the unsuccessful applicants to seek funding through normal Federal-aid channels.

If we can be of further assistance, please let us know.

Sincerely yours,

JOSEPH W. BURDELL, JR.

for W. J. Wilkes
Director, Office of Engineering

Enclosure:
Transmitted Correspondence

Cy Despain
Rutsins
12-15-76

RECEIVED
STATE HWY ENGR
DEC 15 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE -:- KLAMATH FALLS, OREGON 97601

ANN

November 3, 1976

The Honorable Al Ullman
United States Congressman
2207 R.H.O.B.
Washington, D. C. 20515

Dear Mr. Ullman:

Recently we were advised that the County of Klamath's application for the BIKEWAY DEMONSTRATION PROGRAM funding was denied. (see attached letter from David Phillips, Federal Highway Administration, Washington, D. C., dated October 21, 1976)

We know our application received the No. 1 priority out of 50 applications submitted to Region 10.

We know that the application that was funded in the State of Oregon received only No. 8 priority in the Pacific Northwest.

It is difficult to explain to the media, our people and governmental agencies of Klamath County and the City of Klamath Falls how a lower priority application could be funded and not the one from Klamath County.

Please have your offices provide us with information to substantiate what appears to us to be an obvious inequity.

Sincerely,

Raymond P. Thorne

Raymond P. Thorne
Chairman of the Board

Enclosure - 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OCT 21 1976

IN REPLY REFER TO:
HNG-22

RECEIVED
NOV 2 1976
COMMISSIONERS

Mr. Lyle Smith
Public Works Director
Klamath County Courthouse
Klamath Falls, Oregon 97601

Dear Mr. Smith:

Your proposal for funding under the Bikeway Demonstration Program was among those reviewed by the Washington Selection Committee but was not selected.

The 10 best proposals from each region were forwarded to the Washington Headquarters for further consideration for funding under this program. The proposals we reviewed were all of high quality and worthy of being funded. The total estimated cost for the 100 proposals reviewed in Washington is $33 million. With only $6 million available for the Federal share for this program, only a few of the most worthy proposals could be selected.

We recognize the effort that went into your proposal and regret that this limitation precluded us from funding your project. You may be interested in trying to fund your proposal through the normal Federal-aid highway program. Enclosed is a copy of "Bicycles and Pedestrian Facilities in the Federal-Aid Highway Program," which explains how Federal-aid highway funds may be used for bikeway development. If you feel that your proposal would be eligible, we suggest that you contact Mr. Fred B. Klaboe, Administrator and State Highway Engineer, Oregon State Highway Division, State Highway Building, Room 140, Salem, Oregon 97310.

Funds are also available for recreation bicycle trails through the Land and Water Conservation Fund Act of 1965 (Public Law 88-578) administered by the Department of the Interior, Bureau of Outdoor Recreation, Washington, D.C. 20240. A copy of the pamphlet "Land and Water Conservation Fund" is enclosed.

Thank you for your interest in this program.

Sincerely yours,

David K. Phillips

David K. Phillips
Chief, Highway Design Division
Office of Engineering

2 Enclosures

8831-0

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

DEC 03 1976

IN REPLY REFER TO:
HNG-22

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

NOTED
E. S. HUNTER

Dear Senator Hatfield:

This is in response to your November 9 letter to Federal Highway Administrator Norbert T. Tiemann transmitting correspondence from Mr. Raymond P. Thorne concerning the Bikeway Demonstration Program application submitted by Klamath County, Oregon. Your letter was referred to this office for reply.

The Klamath County proposal was among the 10 proposals submitted to the Washington Headquarters of the Federal Highway Administration by the Regional Office in Portland, Oregon. The Regional Office committee, in an effort to assist the Washington Headquarters committee, chose to rank the recommended projects. The Klamath County proposal was ranked as number one by the Regional committee.

The Washington Headquarters committee was charged with selecting, from the 100 proposals submitted, projects that would demonstrate a variety of characteristics nationwide. Each proposal was reviewed on its relative merits and the Regional recommendations were only one of the factors considered. The Washington committee was not bound by the Regional rankings.

All of the proposals reviewed in Washington had characteristics that made them worthy of funding. The same characteristics found in the Klamath County proposal were also included in a number of other proposals submitted to Washington.

It is unfortunate that the $6 million available for this program did not allow the funding of all the proposals submitted. As noted in Mr. David K. Phillips' October 21 letter, we are encouraging the unsuccessful applicants to seek funding through normal Federal-aid channels.

If we can be of further assistance, please let us know.

Sincerely yours,

JOSEPH W. BURDELL, JR.

cy Deppin Rulien 12-15-76

W. J. Wilkes
Director, Office of Engineering

RECEIVED
STATE HWY ENGR
DEC 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE -:- KLAMATH FALLS, OREGON 97601

November 3, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Mr. Hatfield:

Recently we were advised that the County of Klamath's application for the BIKEWAY DEMONSTRATION PROGRAM funding was denied. (see attached letter from David Phillips, Federal Highway Administration, Washington, D. C., dated October 21, 1976)

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We know that the application that was funded in the State of Oregon received only No. 8 priority in the Pacific Northwest.

It is difficult to explain to the media, our people and governmental agencies of Klamath County and the City of Klamath Falls how a lower priority application could be funded and not the one from Klamath County.

Please have your offices provide us with information to substantiate what appears to us to be an obvious inequity.

Sincerely,

Raymond P. Thorne

Raymond P. Thorne
Chairman of the Board

Enclosure - 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OCT 21 1976

IN REPLY REFER TO:
HNG-22

RECEIVED
NOV 2 1976
COMMISSIONERS

Mr. Lyle Smith
Public Works Director
Klamath County Courthouse
Klamath Falls, Oregon 97601

Dear Mr. Smith:

Your proposal for funding under the Bikeway Demonstration Program was among those reviewed by the Washington Selection Committee but was not selected.

The 10 best proposals from each region were forwarded to the Washington Headquarters for further consideration for funding under this program. The proposals we reviewed were all of high quality and worthy of being funded. The total estimated cost for the 100 proposals reviewed in Washington is $33 million. With only $6 million available for the Federal share for this program, only a few of the most worthy proposals could be selected.

We recognize the effort that went into your proposal and regret that this limitation precluded us from funding your project. You may be interested in trying to fund your proposal through the normal Federal-aid highway program. Enclosed is a copy of "Bicycles and Pedestrian Facilities in the Federal-Aid Highway Program," which explains how Federal-aid highway funds may be used for bikeway development. If you feel that your proposal would be eligible, we suggest that you contact Mr. Fred B. Klaboe, Administrator and State Highway Engineer, Oregon State Highway Division, State Highway Building, Room 140, Salem, Oregon 97310.

Funds are also available for recreation bicycle trails through the Land and Water Conservation Fund Act of 1965 (Public Law 88-578) administered by the Department of the Interior, Bureau of Outdoor Recreation, Washington, D.C. 20240. A copy of the pamphlet "Land and Water Conservation Fund" is enclosed.

Thank you for your interest in this program.

Sincerely yours,

David K. Phillips

David K. Phillips
Chief, Highway Design Division
Office of Engineering

2 Enclosures

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

NOV 15 1976

IN REPLY REFER TO:

HNG-22

NOTED
E. S. HUNTER

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in reply to your October 14 letter to Federal Highway Administrator Norbert T. Tiemann concerning the Valley River Bike Bridge of Lane County, Oregon, and the Klamath "A" Canal Bikeway of Klamath Falls, Oregon, demonstration proposals. Your letter was referred to this office for reply.

Both the Valley River Bridge and the Klamath "A" Canal projects were among the proposals reviewed by the Washington Headquarters. The Valley River Bridge project was selected for funding.

All of the proposals reviewed were of a high quality and worthy of being funded. The total estimated cost for the 100 proposals reviewed in Washington was $33 million. With $6 million available for the Federal share of this program, only a few of the most worthy proposals could be selected. We regret that this limitation precluded us from funding the Klamath "A" Canal project.

If we can be of further assistance, please let us know.

Sincerely yours,

JOSEPH W. BURDELL, JR.

for W. J. Wilkes
Director, Office of Engineering

cy Dropin
Rubin
11-23-76

RECEIVED
STATE HWY ENGR
NOV 23 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

HENRY M. JACKSON, WASH., CHAIRMAN
FRANK CHURCH, IDAHO
LEE METCALF, MONT.
J. BENNETT JOHNSTON, LA.
JAMES ABOUREZK, S. DAK.
FLOYD K. HASKELL, COLO.
JOHN GLENN, OHIO
RICHARD STONE, FLA.
DALE BUMPERS, ARK.
PAUL J. FANNIN, ARIZ.
CLIFFORD P. HANSEN, WYO.
MARK O. HATFIELD, OREG.
JAMES A. MC CLURE, IDAHO
DEWEY F. BARTLETT, OKLA.
GRENVILLE GARSIDE, SPECIAL COUNSEL AND STAFF DIRECTOR
WILLIAM J. VAN NESS, CHIEF COUNSEL

United States Senate

COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
WASHINGTON, D.C. 20510

October 14, 1976

Mr. Norbert Tiemann
Administrator
Federal Highway Administration
Department of Transportation
Washington, D.C.

Dear Mr. Tiemann:

Included in the bikeway demonstration projects currently being studied by your office are two proposals which are of particular interest to me, the Valley River Bike Bridge and the Klamath "A" Canal Bikeway. By bringing together local government jursidictions and citizens, both proposals present clear evidence of Oregon's commitment to increased use of alternative forms of transportation.

In Lane County, the Valley River Bike Bridge would be the final link for many miles of local bike paths. Having used local funds to construct the existing paths, the area has proved its dedication to increased bicycle facilities. As the crucial link in the system, the Valley River Bike Bridge now stands as the last leg in the achievement of what local peope have set as a commendable goal - five percent of all local travel on the seat of a bike.

For Klamath Falls, the proposal for the "A" Canal would convert an irrigation canal from a pedestrian and traffic barrier into a transportation asset. Through cooperation among the Bureau of Reclamation, the Klamath Irrigation District, the state, the county and the city, people in the Klamath Falls area have produced a plan which would link local shopping and recreation areas through a bike and foot path. A connecting link between existing bike paths, the "A" Canal project would funnel bike traffic off unsafe streets designed for autos and trucks.

As you review the many proposals submitted under the Bikeways Demonstration Program, I hope you will give these two applications careful study and all possible consideration for funding. Each would demonstrate how bicycles can be used as an integral part of a community's traffic pattern.

Your attention to this request is greatly appreciated.

Sincerely,

Mark O. Hatfield
United States Senator

57681

MOH:tds

88-21

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

NOV 05 1976

IN REPLY REFER TO:

HNG-22

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

NOTED
E. S. HUNTER

Dear Mr. Ullman:

This is in reply to your October 8 letter to Federal Highway Administrator Norbert T. Tiemann concerning the proposal submitted by Klamath County, Oregon, for funding under the Bikeway Demonstration Program. Your letter has been referred to this office for reply.

The Klamath County proposal was among the 100 proposals reviewed by the Washington Headquarters, but was not selected for funding.

The proposals we reviewed were all of high quality and worthy of being funded. The total estimated cost for the 100 proposals reviewed in Washington is $33 million. With only $6 million available for the Federal share for this program, only a few of the most worthy proposals could be selected. We regret that this limitation precluded us from funding the Klamath County project.

Thank you for taking the time to express your views on this project and your interest in the Bikeway Demonstration Program.

Sincerely yours,

W. J. Wilkes

W. J. Wilkes
Director, Office of Engineering

cy Tenpin
11-16-76

RECEIVED
STATE HWY ENGR
NOV 16 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sig | Act | File

AL ULLMAN
2D DISTRICT, OREGON

CHAIRMAN, COMMITTEE ON
WAYS AND MEANS

JOINT COMMITTEE ON
INTERNAL REVENUE TAXATION

Congress of the United States
House of Representatives
Washington, D.C. 20515

October 8, 1976

Mr. Norbert T. Tiemann, Director
Federal Highway Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Tiemann:

It has come to my attention that Klamath County has applied for funds under the Bikeway Demonstration Program. As you are perhaps aware, this project involves the cooperation of the Bureau of Reclamation, Klamath Irrigation District, State, County and City and will greatly aid the use of the canal bank as a unique, safe, and viable mode of transportation through the Klamath urbanized area. I fully support this application and urge its favorable and timely consideration.

Best regards,

Sincerely,

Al Ullman

Al Ullman, M.C.

AU/aw

57611

8831

OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 27, 1976

Mr. Dale Coverstone
33 North Central Avenue
Medford OR 97501

Dear Mr. Coverstone:

Thank you for your letter concerning the master plan for bikeways in Klamath Falls and Klamath County. It is gratifying to hear of local jurisdictions that are in the planning process to develop a master plan rather than constructing bikeways piecemeal.

When you submit your project for the Demonstration Program it will be forwarded to the FHWA along with others for their review. It is my hope that Oregon will have several projects approved for funding under the Demonstration Program.

In response to your question concerning the availability of State funds to participate in the 20 percent match money, the decision has been made that State funds can be used only on those projects for which the State will be the "grantee". The local agency making the application must be prepared to furnish the entire 20 percent match funds.

Your project, if not successful in acquiring funds under the Demonstration Program, would be eligible for State participation in the future based on the availability of funds and the priority of the project. The Governor's Advisory Committee on Bicycles is now developing criteria by which projects such as yours can be prioritized.

If you need further information we shall be happy to furnish it for you.

Very truly yours,

Frank E. Terpin
Location Engineer

By

Donald E. Shaffer
Bicycle Route Engineer

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FET:mc
bc Ernest Drapela
E. S. Hunter
Richard Steyskal

Form 81-734-3123

.1978 McKenzie Hwy. at 8832
.3rd. St. in Springfield.
.(traffic signal)

C&A 6277 11-10-77
RR 943 8-16-78

8832

September 15, 1980

United Pacific Insurance Company
P. O. Box 1760
Eugene, OR 97440

CON 5
#8832

Gentlemen:

A post-final payment for $3,300 will be made to Clarke Electric Co. on Contract No. 8832 for traffic signal installation on the McKenzie Highway at 3rd Street in Springfield, Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $37,385.29 including the post-final payment. Of the total, $779.29 is for force account.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

kkr
cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Clarke Electric Co.
430 W. 5th Avenue
Eugene, OR 97401

bc: C. T. Kassey
Walt Hart
Alfred Shirley

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 8, 1980

In Reply Refer to
File No. CON 5 #8832

NOTED
H. S. COULTER

Clarke Electric, Inc.
Post Office Box 10326
Eugene, OR 97440

Re: Time Extension Request
McKenzie Hwy. @ 3rd St. (Springfield)
Contract No. 8832

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. A contract time extension of 66 calendar days is granted due to extra work and to restore the time charged after substantial project completion. This will eliminate all liquidated damages on this contract.

Sincerely,

O. B. Jackson
For C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Alfred Shirley
Ellis Jones
Robert Church
Kevin Roberts, City of Springfield

RECEIVED
STATE HWY ENGR
SEP 9'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

8832

June 23, 1980

United Pacific Insurance Company
P. O. Box 1216
Tacoma, WA 98401

CON 3
#8832

Gentlemen:

Contract No. 8832 awarded to Clarks Electric Co., for a traffic signal installation on the McKenzie Highway at 3rd Street in Springfield, Lane County, was completed on October 15, 1979, and accepted by the State Highway Division on June 16, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed but not before June 30, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

FKN/gnk

cc: United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, WA 98401

Clarks Electric Co.
456 W. 5th Avenue
Eugene, OR 97401

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacak
Alfred Shirley

8832 15/Springfield

NARRATIVE REPORT

Vernstag ✓
Anderson
Christensen Doc
Olsen
Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
JUN 4 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

McKenzie Hwy. @ 3rd Street
Contract: 8832
Prefix: 20-8249

This project consisted of traffic signal installation at McKenzie Highway at 3rd Street (Springfield) and the contract was awarded to Clarke Electric, Inc. on November 21, 1978, with a limiting completion date of 250 calendar days.

Traffic Signal and Sidewalk Ramps

Subcontractor, Lane Trenching, excavated for signal conduit across Main Street and 3rd Street. Conduit was placed and trench was backfilled. This work was done March 1st through 6th.

Subcontractor, C.R. Holedigging, augered pole footings on March 7th and the contractor completed rebar and pole footing installation on March 9th.

Conduit was placed to railroad control cabinet on March 12th. No further work was performed until April 18th at which time sidewalk repairs and curb ramp construction was begun. Curb ramp and sidewalk work was completed on April 20th.

Mast arm poles, pedestrian signal poles and pedestrian signal heads were installed May 8th through 16th.

All other contractor work was completed by October 15th and signals were put in operation on that date. Those present at turn-on were State Resident Engineer, Region Traffic Engineer, Salem Signal Technicians, City of Springfield representatives, manufacturers' representatives and contractors' representatives.

State Force Orders

Three State Force Orders were issued for this project.

State Force Order #1 was issued for signal controller testing which was completed on July 16, 1979.

State Force Order #2 was issued for addition of programmed train signal heads to avoid confusion to motorists north of the intersection. Completed February 5, 1980.

State Force Order #3 was issued for modifications to the railroad signal circuitry to provide a railroad pre-empt capability. Completed October 15, 1979.

Revisions

A revision to relocate train signals was issued June 1, 1979. This revision relocated the pole mounted train signals so that they would be in advance of train detection. Work was done on "Force Account" Basis.

Contract Time Extension

A "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" has been submitted in reference to the above mentioned revision.

GM

8832

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKenzie Hwy. @ 3rd St.		WEEK ENDING: 1/19/80
		SECTION PREFIX: 20-8249
HIGHWAY: McKenzie 126		COUNTY: Lane
NAME OF JOB: McKenzie Hwy. @ 3rd St.	KIND OF WORK: Traffic Signals	
CONTRACTOR: Clarke Electric, Inc.	CONTRACT NUMBER: 8832	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 11/21/78	DATE WORK STARTED: 2/27/79	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 250	CALENDAR DAYS USED 316
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 126%
PROJECT AUTHORIZATION: $ 49,640.33		
EXCLUSIVE OF ENGINEERING: $ 45,304.93	ENGINEERING AUTHORIZATION $ 4,335.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,306.00	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13.2 %	PERCENT OF AUTHORIZATION ____ %	DATE PROJECT WAS COMPLETED: 10/15/79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kessey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

RECEIVED
JAN 28 1980
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Construction completed and signal turned on October 15, 1979.

Contractor intends to request time extention.

Final documentation being prepared.

SIGNED Kevin Robert LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

8832

bc C. T. Kaasey
Walt Hart
Robert Church
Jim Kimms
Alfred Shirley
Ellis Jones
L. E. George

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1978

Clarke Electric Co.
450 W. 5th Avenue
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8832 for traffic signal installation on the McKenzie Highway at 3rd Street in Springfield, Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

November 28, 1978

Re: Clarke Electric Co.
Contract No. 8832

Enclosed, in triplicate, are the contract forms including the Performance Bond for the above caption.

If you have any questions, please do not hesitate to contact our office.

Sincerely,

Margie Johnson
Bond Department

Enc.

CC: Clarke Electric Co.

RECEIVED
NOV 29 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO
Department of Transporation
Transportation Building
Salem, Oregon 97310

WARD
INSURANCE AGENCY
P. O. BOX 10167
EUGENE, OREGON 97440
PHONE 503/687-1117

#8832

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 28, 1978

Salem, OR. 97310

FILE: ROW 18-2

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1043
Crossing No. CC-645.06

TO: H. S. Coulter
State Highway Engineer

B U I L D I N G

Attached is a copy of Order No. 78-867 issued by the Public Utility Commissioner on November 22, 1978, relative to the above-subject matter.

RDT/seb
Attachment
cc: C. R. Burghardt, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
L. R. Asburry
A. Shirley
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 29 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ORDER NO. 78-867

PUC Crossing No. CC-645.06
DOT-AAR Crossing No. 756 638N

ENTERED November 22, 1978

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1043

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION for the authority, pursuant to ORS 763.030, to alter a grade crossing of Third and Main Streets and the tracks and right-of-way of Southern Pacific Transportation Company, Mill City Branch (Woodburn-Springfield, Lane County, Oregon, by interconnecting traffic signals with existing protective devices installed at said crossing.	ORDER

On August 23, 1978, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a railroad-highway grade crossing of Third and Main Streets and the tracks and right-of-way of Southern Pacific Transportation Company, Mill City Branch (Woodburn-Springfield Branch), in Springfield, Lane County, Oregon, by interconnecting traffic signals with existing protective devices installed at said crossing.

Recommendations and proposed amendments to the application were made by various parties of interest as follows:

Commissioner's staff, by letters dated October 5, 1978 and October 23, 1978.

Southern Pacific Transportation Company, by letter dated November 1, 1978.

Copies of the application and responses thereto were duly served upon Southern Pacific Transportation Company, City of Springfield, Lane County, Oregon Department of Land Conservation and Development and applicant. No objection by any party has been made to the granting of the application.

Applicant proposes to install traffic signals at the intersection of Third and Main Street. These traffic signals will be interconnected with the existing crossing signalization consisting of two Commissioner's Standard No. 2 flashing light signals on each side of one-way westbound Main Street on the approach to the crossing. The present average daily traffic volume on Main Street is approximately 11,200 vehicles. There has been one train-vehicle accident at this crossing in the last ten years, resulting in no injuries.

The purpose of this project is to provide more adequate warning to the motoring public of an impending train movement through the crossing.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are at issue and no hearing will be required.

Based upon the application and files of the Commissioner, it is found that the crossing is required by the public convenience and necessity. A grade separation is not necessary or practical at this location. The application should be granted upon the following terms and conditions.

1. The authority to alter the crossing as requested herein is hereby granted.

2. Applicant shall:

   (a) Furnish, install and maintain an interconnection of proposed traffic signals with existing railroad protection signals to allow preemption of the normal traffic signal sequence during train movements, the interconnection circuitry to be located in a type M cabinet in the traffic signal controller, and bear all the cost thereof;

(b) Install the traffic signals in compliance with Oregon Department of Transportation, Highway Division, Traffic Engineering Department, Drawing Nos. 1470, 1471, 1472, 1473, 1480, 1481, 1488, 1489, 4303, 36006, and 31117.

(c) Install the railroad preemption sequence in compliance with Oregon Department of Transportation, Highway Division, Traffic Engineering Department, Drawing No. 4245;

(d) Maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof; and

(e) Notify the Commissioner upon completion of the project.

3. The Southern Pacific Transportation Company shall maintain that part of the crossing lying between lines drawn 2 feet outside each rail, and bear all the cost thereof.

All previous orders of the Commissioner, and the provisions thereof which concern or pertain to the operation of trains, protective devices and maintenance of the Third and Main Street grade crossing, unless in conflict with the above, shall continue in full force and effect.

Made, entered and effective November 22, 1978.

PUBLIC UTILITY COMMISSIONER OF OREGON

CHARLES DAVIS
Public Utility Commissioner

cd

8832

bc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Ellis Jones
L. E. George
SAIF
Fran

November 21, 1978

Clarke Electric Co.
450 W. 5th Avenue
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on October 31 accepted your proposal for traffic signal installation on the McKenzie Highway at 3rd Street in Springfield, Lane County, for the sum of $37,354 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8832.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 4, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8832

15

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/15/78
Donald L. Rowe

10-26-78 Bid Letting _____ All Clear Deadline

SECTION MCKENZIE HWY. @ 3RD ST. (SPRINGFIELD)
Highway McKenzie (Main St.)
County Lane Region 3
Type of Work Signals Funds OTHERS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS						
Negative Declaration						
Project Assessment						
Write-off Letter						N/A other Funds
PERMITS:						
Division of State Lands					X	
D.O.G.M.I.					X	
Corps of Engineers					X	
Coast Guard					X	
Co. Conditional Use					X	
NPS Air Pollution					X	
NPS Water Pollution					X	
CULTURAL:						
Cultural Survey					X	
Cultural Salvage					X	
NOISE:						
Noise Study					X	

#8832

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 14, 1978

Salem, OR. 97310

FILE: ROW 18-2

RAILROAD COMPANIES
FILE No. 943

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Service Contract
Crossing No. CC-645.06
Third & Main Street -
Springfield
Lane County
ODOT Agreement No. RR-943

Attached is the State's fully executed counterpart of the Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for the installation of railroad circuitry and equipment necessary for the pre-emption of traffic signals at Third and Main Street in Springfield.

The work covered by this agreement is part of a traffic signal project for this subject intersection. The total cost of the contract will be borne by the City of Springfield. The railroad's portion of the work is estimated to be $3,900.00. Distribution of conformed copies has been made as indicated below.

RDT:klw
attch.
cc: C. T. Keasey w/copy agreement
Jack Sollis
L. E. George w/copy agreement
V. E. Skoog w/copy agreement
D. E. Swan w/2 copies agreement
Alfred Shirley w/2 copies agreement

11-21-78
noted in agree. book
fw
No
C. W.

ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

July 27, 1978

Southern Pacific Trans. Co.
ATTENTION W. J. JONES
One Market Plaza
San Francisco CA 94105

Service Contract No. 78-13
Crossing No. CC-645.06
Third & Main St. (Springfield)
Lane County
ODOT Agreement No. RR-943

Dear Sir:

Enclosed are the duplicate counterparts of the Service Contract for the above captioned grade crossing. These documents were approved and signed by the Right-of-Way Manager and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as shown in the agreement as of July 25, 1978. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to July 25, 1978, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RT:dbe
enc.
cc: SPTC, Portland

bc: C. W. Head
L. E. George
C. T. Keasey
J. L. Sollis
D. E. Swan-w/2 enc.
Alfred Shirley-w/2 enc.
NOTE TO SHIRLEY: Please have an Order for State Force Work prepared and submitted to Mr. C. T. Keasey for this work. One copy of agreement to Resident Engineer. Please advise as to who Resident Engineer will be.

Form 81-734 3123

8132

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Trygstad
Railroad and Utility Supervisor

DATE: February 13, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Traffic Signals
McKenzie Highway @ 3rd Street (Springfield)
Lane County

Through discussions with you and the Public Utility Commissioner's office, it appears that the above subject project will have to be postponed because of the uncertainty of railroad abandonment plans. It now appears that the Southern Pacific plans to retain a portion of the 3rd Street track through Main Street as a switching or turnaround. This will necessitate an intertie to the traffic signals.

It is proposed to have the trains stop prior to entering the intersection, and after a vehicle clearance period, receive a green indication to proceed. All vehicular traffic would receive a red indication during train passage.

Although there are now crossbucks with flashing red lights at this crossing, with the installation of the traffic signal, it will become the prime control for trains and the flashing lights will serve to augment the traffic signals.

Attached hereto are preliminary copies of the traffic signal plan showing also the train signal and the proposed pre-emption sequence. Will you prepare the necessary applications for the Public Utility Commissioner and work with the railroad in obtaining necessary circuitry to perform the pre-emption.

Would you please notify this office when this project can be realistically scheduled for contract based on time necessary for the Public Utility Commissioner and railroad clearances.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

WRZ:rw
Attachments

cc: Jack Sullivan
Glen L. Clark

1 Verstegg
copy Christensen
Georgs
2 Olson
Terpin
copy Sullivan
3 Scott
Savage

RECEIVED
FEB 14 1978
ENGINEERING SECTION

copy Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1387

8132

November 10, 1977

City of Springfield
City Hall
Springfield, OR 97477

Attention: George P. Vinson
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6277

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals on the McKenzie Highway (Main Street) at 3rd and 32nd Streets in Lane County.

COPY #8704

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

9532

DATE: August 12, 1977

TO: Oregon Transportation Commission

FROM: For H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Signal Installations
McKenzie Highway No. 15
Springfield

The City of Springfield has requested permission to install traffic signals on the McKenzie Highway No. 15 at the intersections of 3rd Street at Main Street (M.P. 1.57W) and 32nd Street at Main Street (M.P. 3.73). Attached is a map showing these locations. Both locations meet at least one warrant for the installation of a traffic signal and the 3rd Street at McKenzie Highway location is presently on the Traffic Signal Priority List. Both signals are to be installed at no cost to the State. However, the installations are to be contracted by the State and constructed in accordance with State specifications. After installation, the State will perform the required maintenance.

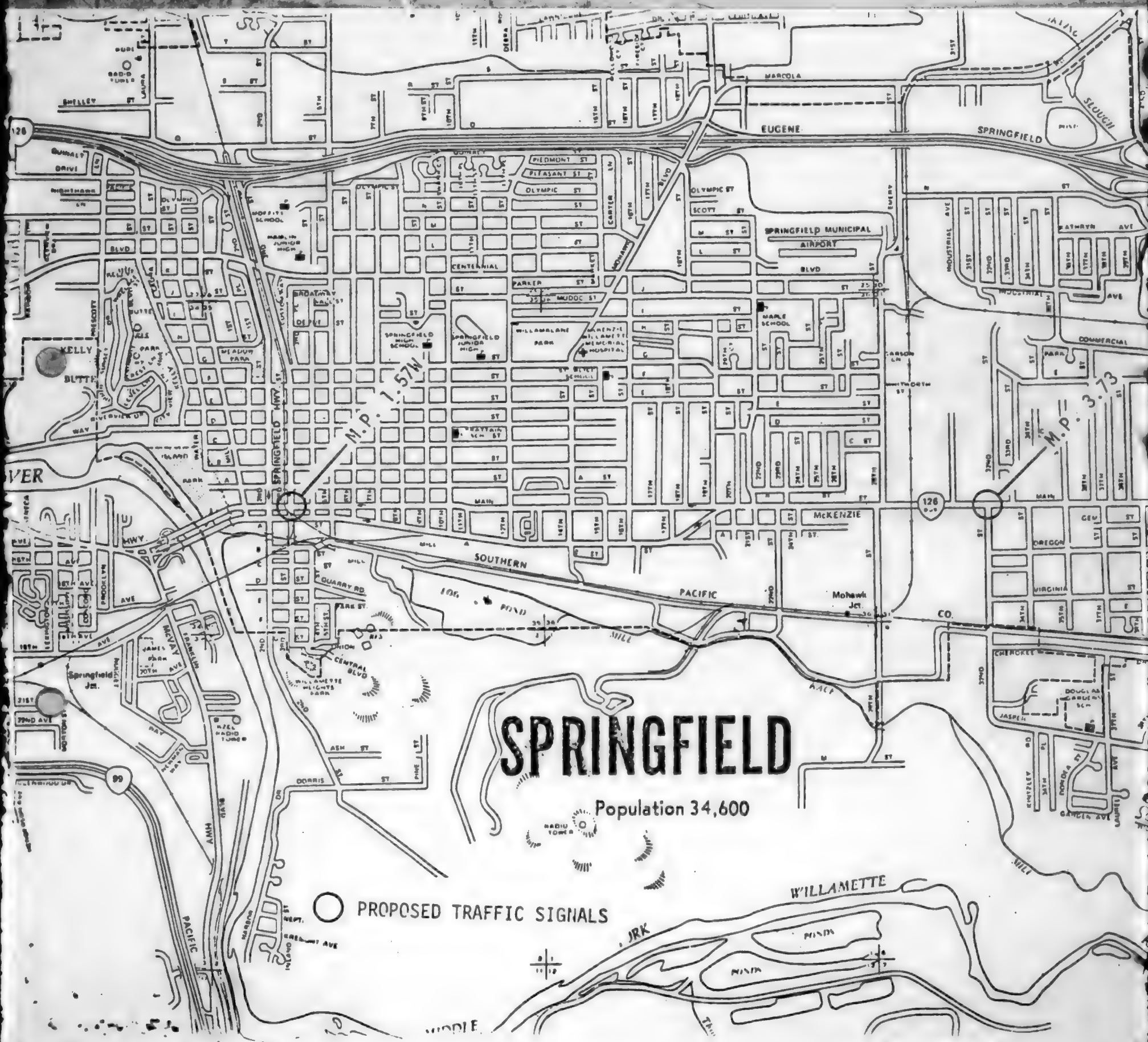
It is recommended that the installation of traffic signals on the McKenzie Highway No. 15 (Main Street) at the intersections with 3rd Street and 32nd Street in the City of Springfield be approved.

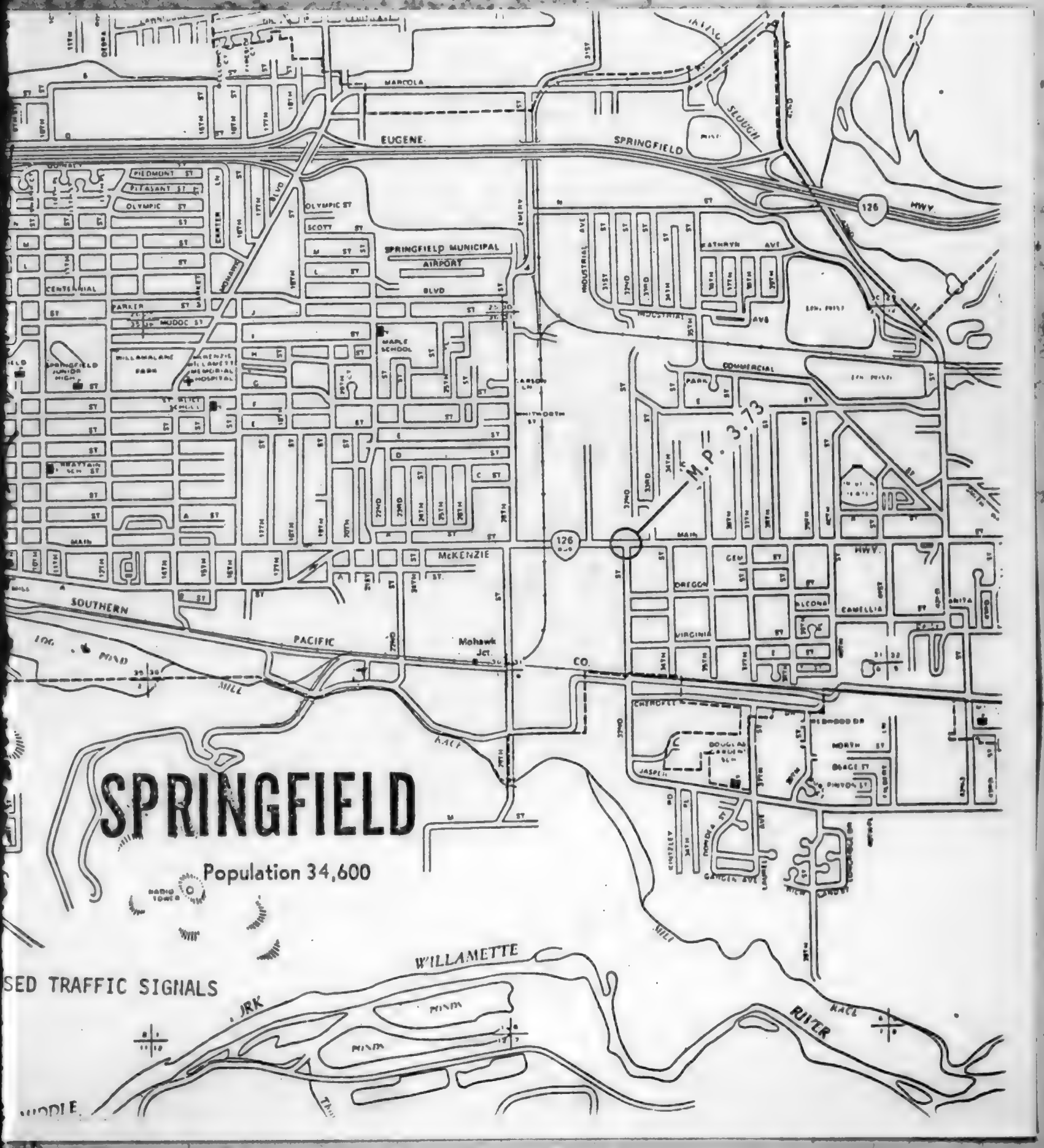
This item will be on the Consent Calendar for your consideration at the August 23 meeting.

Att.

SRW:rw ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
J. H. Versteeg
D. H. Moehring
Alfred Shirley, Jr.
L. E. George
George Bell


SPRINGFIELD
Population 34,600
EUGENE
SPRINGFIELD
MARCOLA
SLUDGE
SPRINGFIELD MUNICIPAL AIRPORT
PIEDMONT ST
PLEASANT ST
OLYMPIC ST
SCOTT ST
CENTENNIAL
PARKER ST
MUDDOC ST
BROADWAY
MAIN
MAPLE SCHOOL
WILLAMALANE PARK
SPRINGFIELD HIGH SCHOOL
SPRINGFIELD JUNIOR HIGH
MEMORIAL HOSPITAL
KELLY BUTTE
MEADOW PARK
INDUSTRIAL AVE
COMMERCIAL
McKENZIE
SOUTHERN PACIFIC
Mohawk Jct.
CO.
OREGON
VIRGINIA
CHEROKEE
JASPER
Springfield Jct.
QUARRY RD
CENTRAL BLVD
ASH ST
DORRIS
PINE ST
WILLAMETTE
PACIFIC HWY
99
126
M.P. 1.57
M.P. 3.73
PROPOSED TRAFFIC SIGNALS


EUGENE
SPRINGFIELD
MARCOLA
SLUUGH
126
HWY.
SPRINGFIELD MUNICIPAL AIRPORT
BLVD
OLYMPIC ST
SCOTT
PIEDMONT ST
PLEASANT ST
PARKER
MUDOC ST
CENTENNIAL
MAPLE SCHOOL
MILLRACE PARK
INDUSTRIAL AVE
COMMERCIAL
M.P. 3.73
MAIN
McKENZIE
SOUTHERN
PACIFIC
Mohawk Jct.
CO.
OREGON
VIRGINIA
CAMELLIA
SPRINGFIELD
Population 34,600
WILLAMETTE
RIVER
SED TRAFFIC SIGNALS

George

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6341~~

Mr. Larry W. Rose
Traffic Coordinator
City of Springfield
346 Main Street
Springfield, OR 97477

August 5, 1977

Dear Mr. Rose:

This will acknowledge your letter of August 1, 1977, requesting permission to install at no cost to the State, two traffic signals on the McKenzie Highway in Springfield along with your proposed work schedule.

Both signal locations (3rd and Main; 32nd and Main) meet at least one of the required warrants for signalization; therefore, such installations can be made providing State specifications are utilized, the design is reviewed by the State, power consumption by the City, and the State is to maintain the installations.

By a copy of this letter, I am asking the Program Management Section to prepare an agreement in cooperation with the Traffic Engineering Section along the above lines and forward copies to this office.

Also, by a copy of this letter, I am asking Mr. Grassman (Region Design Engineer) to prepare an Order to Render Service in cooperation with the Final Design Section, the Traffic Engineering Section, Mr. Osborn (Region Traffic Engineer) and Mr. Ellis Jones (Resident Engineer) who is being assigned as monitor for this project. This is to determine the total cost of state financial involvement.

You may proceed to prepare preliminary designs for review by the State. When the amount of the advance deposit is determined, you will be contacted.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Traffic Engineer

RECEIVED
AUG 8 1977
TRAFFIC ENGINEERING

GC/slc

cc D.H. Moehring
L.E. George
[illegible]

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

August 1, 1977

346 MAIN STREET
726-3753

Mr. Glen L. Clark
Regional Federal Aid Urban Engineer
P.O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Proposed Traffic Signals at 32nd and Main Streets (Project T-77-2) and 3rd and Main Streets (Project T-76-8)

Dear Mr. Clark:

A letter from the City of Springfield dated April 11, 1977, was sent to you requesting approval to install traffic signals at the subject intersections. In answer by letter dated May 6, 1977, the State indicated no objection but also indicated they would not be able to help with the funding due to the low priority of the proposed projects.

This letter is to officially request approval for the installation of traffic signals at the subject intersections and to request that the City conduct the preliminary engineering, as well as, the final designs as advised by you during our recent telephone conversation of July 25, 1977.

The following list is a tentative time schedule for the subject projects:

1977

July 25	Begin final signal designs (rough).
August 5-10	Submit 'rough' signal designs to State for approval.
August 17	State returns rough designs.
August 18	Begin completion of final designs.
August 26	Submit final design to State.

(CONTINUED)

1977

September 15-30	State will advertise for bids.
October 1-15	An Order to Render Service would be prepared to cover the cost of State involvement prior to contract award. An advance deposit for this amount would be requested. Before contract award and after bid opening, the City would be asked for the contract cost. An agreement would be required between the City and State outlining the financing, maintenance, and power consumption. The State would prepare this document.
October 30	Construction to begin and hopefully completed prior to December 1, 1977.

If you have any questions concerning the subject matter, please do not hesitate to call.

Very truly yours,

Larry W. Rose

Larry W. Rose
Traffic Coordinator

LWR/ed

.1978 6th, 8th and Quincy 8833
.Sts. in Harrisburg.
.(grading & paving)

C&A	6237	8-18-77
C&A	9556	12-18-79
C&A	9556	8-19-77

6, 8 and Quincy st's.
City of Harrisburg
2-5-81
Told Phil Stearns
that Harrisburg was
$55.00 I over

I assume he told the
city shortly there after.

Payment
7-1-83

PE. - AD 349 - $840.00 322

CC 1781

Phil Stearns said
city could stand but $35000 - $3600.00
of their ... (9/25/78)

CC

48,400

Const. AD 525

$ 48,400 ? AD for Const.

$ 147,000
50,000
$ 97,000

C+A	6237	8-18-77
C+A	9556	12-18-79
C+A	9556	8-19-77

[redacted]

PE. - AO 349 - #840.00 322 - 1965 - 295

CC 1781

Phil Stearns said #35000 #36000
city could stand but
of their own (9/25/78)

Const. AD 525 -

48,000

CC 1937

147,000
93,000

#46,400 AD for Const.

8833

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
ALETA J. SIMMONS
SUPT. OF PUBLIC WORKS
DELBERT BURK
FIRE CHIEF,
HENRY HANF

City of Harrisburg

P.O. BOX 378
HARRISBURG, ORE. 97446

April 20, 1983

MAYOR:
RICHARD G. PETERSON
COUNCILMEN
DON C. JENSEN
MARTHA WOODS
GAIL WOODRUFF
WALTER F. DICKSON
JOHN D. LOSHBAUGH
ERNEST CABRERA

Mr. Phillip O. Stearns
Region Federal Aid Engineer
State Dept. of Transportation
2960 E. State Street
Salem, Oregon 97310

SOS -2203(1)
Prefix 322-1965
322-1088

Re: Invoice Number 133784
6th, 8th, and Quincy Streets.

Dear Mr. Stearns:

This is to confirm our phone conversation on April 18, 1983 regarding payment of the above numbered invoice indicating balance due on the 6th, 8th, and Quincy Street project which was partially funded from the Off Systems Road allocation.

The matter has been brought to the attention of the City Council and the Budget Committee, and an amount has been appropriated in the 1983-84 budget for payment in full of the balance due. You should expect payment following the July 13, 1983 Council Meeting as the expenditure will need to be approved at the Council Meeting on that date.

Sincerely,

Aleta J. Simmons

Aleta J. Simmons
City Recorder

c.c. Jan Peterson

PROGRAM SECTION
MANAGER GE PROJECT UNIT ✓
APR 21 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

8833

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
ALETA J. SIMMONS
SUPT. OF PUBLIC WORKS
DELBERT BURK
FIRE CHIEF,
HENRY HANF

City of Harrisburg

P.O. BOX 378
HARRISBURG, ORE. 97446

August 13, 1982

MAYOR:
RICHARD G. PETERSON
COUNCILMEN
DON C. JENSEN
MARTHA WOODS
CHARLES R. PEPPARD
LAWRENCE ADAIR
FRANK MOFFITT
GAIL WOODRUFF

Mr. Frank Griffin
Assistant Controller
Highway Department Accounting
Transportation Building
Salem, Oregon 97310

Re: Invoice No. 133784

Dear Mr. Griffin:

In a telephone conversation this morning from Mr. Ken Johnson of the Highway Department, Mr. Johnson referred me to you for assistance in having an explanation of a billing as listed on your Invoice No. 133784.

The statement for the billing was first brought to my attention on March 8, 1982, and was on the council agenda on date of March 10, 1982 at which time a motion was made and passed at council meeting to postpone payment of the bill pending verification of the charges. The resulting verification of the billing appeared to be unclear.

At the council meeting held August 11, 1982, the council made a motion after discussion of the billing, to ask someone from the State Highway Department to attend the next council meeting scheduled on September 8, 1982 at 8:00 o'clock p.m. to explain the late billing on a street improvement project that had been completed two years ago, and at this late date, the item would need to be a budgeted item.

Therefore, I would appreciate you're letting me know if the meeting time with a representative from the Highway Department will be possible.

Sincerely,

Aleta J. Simmons

Aleta J. Simmons
City Recorder

NOTED
V.E $8000.
Please Process
V

RECEIVED
AUG 16 1982
HIGHWAY ACCOUNTING

City of Harrisburg 6, 8 and Quincy St's SOS-2203(1)

① Contract work completed 7-31-79
then
ⓐ Waited for contractor's bills
ⓑ Field tests and office adjustments - such as as constructed maps etc.
ⓒ Longest time spent on hassling over additional construction engineering for consultant - this would have been all 100% city funds so supplemental agreement was denied.

② FHWA acceptance 5-1-80
Then :-
More haggling over additional consultant engineering charges. This held up audits.

③ Jones audit of - — — — etc.

(Note! City was informed the project was over $5500 2-5-81)

(1) Contract work completed 7-31-79
Then:
(a) Waited for Contractor's bills.
(b) Field tests and office adjustments-such as constructed, maps, etc.
(c) Longest time spent on hassling over additional construction engineering for consultant--this would have been all 100% City funds so supplemental agreement was denied.

(2) FHWA acceptance 5-1-80
Then:
More hassling over additional consultant engineering charges. This held up audits.

(3) Jones audit of consultant fees 1/21/81, recommended invoicing consultant.

(NOTE: City was informed the project was over $5,000 + 2-5-81)

(4) Consultant invoiced 3/6/81

(5) Consultant invoice went to Legal 3/31/81
1st Audit report found overpayment to consultant. Legal found that if additional supported costs were found, we could cancel invoice to consultant and pay up to a total of $10,840.00.

(6) Jones wrote revised Audit report on 4/8/81 supporting additional payment to consultant.

(7) Contract Accounting made additional payment to consultant on 4/14/81.

(8) Contract Accounting began work on final voucher, apparently, in 11/81. We would normally wait 2-3 months after last activity in the prefix. No records are kept on finaled projects detailing problems.

(9) Final voucher to FHWA completed 12/17/81 submitted to FHWA 1/5/82 after FHWA bill updated to agree with voucher.

(10) Final costs prepared by Program Management 2/23/82.

(11) Request for Outside Billing prepared by Contract Accounting on 2/23/82.

HR:pf

City of Harrisburg

905-2203(1)

① Contract work completed 7/31/79

② FHWA acceptance 5/1/80 ?

③ Jones audit of consultant fees 1/12/81, recommended invoicing consultant

④ Consultant invoiced 3/6/81

⑤ Consultant invoice went to Legal 3/31/89
1st Audit report found overpayment to consultant
Legal found that if additional supported costs were found, we could cancel invoice to consultant and pay up to a total of $10,840.00

⑥ Jones wrote revised audit report on 4/8/81 supporting additional payment to consultant

⑦ Contract Accounting made additional payment to consultant on 4/[illegible]/81 ?

⑧ Contract Accounting began work on final voucher, apparently, in 11/81. We would normally wait 2-3 mos. after last activity in the prefix. No records are kept on finaled projects detailing problems.

⑨ Final voucher to FHWA completed 12/17/81
Submitted to FHWA 1/5/82 after FHWA bill updated to agree w/ voucher From FHWA file work in Feb

⑩ Final costs prepared by Proj. Mgmt 2/23/82

⑪ Request for Outside Billing prepared by Contract Accounting on 2/23/82

8837B

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-3-82	CA8078	

CREDIT DISTRIBUTION

322-1088 - 900 - P1 $776.24

BILL TO: Code:

Schaudt, Stemm & Walter, Inc.
388 High Street
Eugene, Oregon 97401

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Settlement on project OS-2203(1), City of Harrisburg - Quincy Street, 6th-8th			
Please See Attached Audit			
Amount Due			776.24

Advance Deposit Amount ..... $ —

Advance Deposit Previously Transferred to Highway Fund ..... $ —

Balance ..... $ —

Transfer to Highway Fund ..... $ —

Refund Due ..... $ —

Amount Due ..... $ 776.24

Partial or final request for billing Final

Number of the previous request in connection with this service. —

Submitted by: D Galida

Approved:

8733

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 133784

DATE	YOUR ORDER NUMBER	SEND REMITTANCE TO:	BILLING REQ. NUMBER
3-1-82		OREGON STATE HIGHWAY DIVISION TRANSPORTATION BUILDING SALEM, OREGON 97310	CC 82-07

CODE: NEW HARRISB

CREDIT DISTRIBUTION

324.02	6,871.11
322-1088-296-00-000	6,871.11
322-1088-295-00-000	(6,871.11)

CITY OF HARRISBURG
CITY HALL
HARRISBURG OR 97446

ATTN: MRS ALETA J SIMMONS _ CITY RECORDER

DESCRIPTION	TOTAL PRICE
FINAL BILLING : 6th, 8th and Quincy Streets Section. This is an off systems project No. SOS-2203 (1)	
Total Project Cost	$120,611.11
Less Federal Funds	64,500.00
Less PE Advance Deposit	840.00
Less Construction Advance Deposit	48,400.00
AMOUNT DUE STATE	$ 6,871.11
110.00 Final	

734-1150 (6-81)

8833

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
2-23-82	CC 82-07	

CREDIT DISTRIBUTION
322-1965-295
322-1088-295

BILL TO: Code:

City of Harrisburg
City Hall
Harrisburg, Oregon 97446
Attn: Mrs. Aleta J. Simmons - City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 6th, 8th and Quincy Streets Section. This is an OFF SYSTEMS Project No. SOS-2203(1).			
Total Project Cost			$120,611.11
Less Federal Funds			64,500.00
Less PE Advance Deposit			840.00
Less Construction Advance Deposit			48,400.00
AMOUNT DUE STATE			$ 6,871.11
(Please attached copy of Itemized Statement with billing)			

Advance Deposit Amount $ 49,240.00
Advance Deposit Previously Transferred to Highway Fund $ 39,240.00
Balance $ 10,000.00
Transfer to Highway Fund $ 10,000.00
Refund Due $

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 1937

Amount Due . . . . . $ 6,871.11

Submitted by:
Harold Reynoldson

Approved:
D. L. Swan, P.E.

Form 734-1181 (Rev 1-79)

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 2/23/82

CITY HARRISBURG **Contract No.** 8833 **Date Completed** July 27, 1979

PROJECT # SOS-2203(1) **Section** 6th, 8th and Quincy Streets

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		
Consultant		$ 2,633.57
State		3,972.23
		$ 6,605.80
Construction		$101,003.64
Payment to Contractor		
Engineering		
Consultant		8,206.43
State		4,435.18
Audit		360.06
		$114,005.31
Total Cost of Project	$120,611.11	
Federal Funds Collected	64,500.00	

City's Share of Costs:

Total Project Cost	$120,611.11
Less Federal Funds	64,500.00
Less P.E. Advance Deposit	840.00
Less Construction Advance Deposit	48,400.00
AMOUNT DUE STATE	$ 6,871.11

Reference: Billing Form CC 82-07

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	6th, 8th and Quincy Sts. (Harrisburg) City Streets in Harrisburg Linn County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 3,864.10	
	Schaudt, Stemm & Walter, Inc.	All Required			2,633.57	
					$ 6,497.67	
	Construction Type Code 6201					
	Roadway (6th St. Sta. 0+21 To Sta. 5+00) (8th St. Sta. 0+20 To Sta. 7+168) (Quincy St. Sta. 0+15 To Sta. 5+40)					
	Final Contract Payment	Lump Sum			60,741.58	
	Construction Engineering					
	To provide liaison and monitoring (State)	All Required			149.21	
	Schaudt, Stemm & Walter, Inc.	All Required			7,174.67	
	State	All Required			251.64	
					$ 7,575.52	
	Misc. Project Cost					
	Audit Expense	All Required			360.06	
	Total Audit Cost				$75,174.83	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			40,100.41	
	Preliminary Engineering	All Required			108.13	
	Interest on Final Payment	All Required			161.65	
	Schaudt, Stemm & Walter, Inc.	All Required			1,031.76	
	Construction Engineering	All Required			4,021.43	
					$45,423.38	
	Total Project Cost				$120,598.21	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/17/81.					

AMOUNT CARRIED FORWARD

322-1088
322-1965

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

FEDERAL AID PROJECT NO.

PROGRAM APPROVED Oregon

VOUCHER PERIOD [illegible]203(1)
From: 12-16-77 To: 5-1-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 6,605.80	$ 6,497.67	85.80%	$ 5,575.00	$ 5,575.00	$ 0.00
113,992.41	68,677.16	85.00%	58,925.00	58,925.00	0.00
$120,598.21	$ 75,174.83	85.80%	$ 64,500.00	$ 64,500.00	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE	DATE	
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		12/24/81

V.E. Skogg, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DECEMBER 1981

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
	322	1965	296	00 N 9	442.29CR	442.29CR
	322	1965	298	00 N 9	442.29	442.29
	322	1965	901	00 P 1		
	322	1965	904	00 P 1		
	322	1965	905	00 P 1		
	322	1965	910	00 P 1		
	322	1965	911	00 P 1		
	322	1965	914	00 P 1		
	322	1965	918	00 P 1		
	322	1965	920	00 P 1	108.13CR	108.13CR
	322	1965	921	00 P 1	108.13	108.13
	322	1965	921	00 N 1		
	322	1965	922	00 P 1	108.13CR	108.13CR
			TOT	P1	108.13	108.13
			TOT	N1		
			** JOB TOTALS **		**	**
BNRRXING @ LASALLE, HRSBRG	CONT NO		FA PROJ NOS RRS 465001 100			
	322	1966	296	00 N 9		
	322	1966	298	00 N 9		
	322	1966	901	00 P 1		
	322	1966	905	00 P 1		
	322	1966	914	00 P 1		
			TOT	P1	**	**
			** JOB TOTALS **			
SPRRXING @ 2ND & W SHER	CONT NO		FA PROJ NOS RRP 00S014 100			
	322	1969	296	00 N 9		
	322	1969	298	00 N 9		
	322	1969	905	00 P 1		
			TOT	P1	**	**
			** JOB TOTALS **			
BNRR XING @ 18TH-SWEETHOME	CONT NO		* FA PROJ NOS RRP 00S025 100			
	322	1978	296	00 N 9		
	322	1978	298	00 N 9		
	322	1978	905	00 P 1		
	322	1978	914	00 P 1		
			TOT	P1	**	
			** JOB TOTALS **			
SPTC XING@5THSTALBANY	CONT NO		FA PROJ NOS RRP 845001 100			
	322	1980	905	00 P 1		97.93
	322	1980	914	00 P 1		97.93
			TOT	P1	**	97.93
			** JOB TOTALS **			

MMARY

ARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	322	1965	296 00	N 9	442.29CR	442.29CR	6,215.00CR
	322	1965	298 00	N 9	442.29	442.29	5,575.00
	322	1965	901 00	P 1			339.12
	322	1965	904 00	P 1			2,633.57
	322	1965	905 00	P 1			1,428.23
	322	1965	910 00	P 1			867.61
	322	1965	911 00	P 1			45.02
	322	1965	914 00	P 1			242.74
	322	1965	918 00	P 1			51.08
	322	1965	920 00	P 1			44.74
	322	1965	921 00	P 1	108.13CR	108.13CR	813.94
	322	1965	921 00	N 1	108.13	108.13	108.13
	322	1965	922 00	P 1			31.62
			TOT	P1	108.13CR	108.13CR	6,497.67
			TOT	N1	108.13	108.13	108.13
			** JOB TOTALS **		**	**	6,605.80 **

SORG	CONT NO		FA PROJ NOS RRS 465001 100				STATE
	322	1966	296	00 N 9			646.63CR
	322	1966	298	00 N 9			646.63
	322	1966	901	00 P 1			482.55
	322	1966	905	00 P 1			69.37
	322	1966	914	00 P 1			166.56
			TOT	P1			718.48
			** JOB TOTALS **		**	**	718.48 **

ER	CONT NO		FA PROJ NOS RRP 00S014 100				STATE
	322	1969	296	00 N 9			47.17CR
	322	1969	298	00 N 9			47.17
	322	1969	905	00 P 1			52.41
			TOT	P1			52.41
			** JOB TOTALS **		**	**	52.41 **

STHOME	CONT NO	*	FA PROJ NOS RRP 00S025 100				STATE
	322	1978	296	00 N 9			81.59CR
	322	1978	298	00 N 9			81.59
	322	1978	905	00 P 1			28.20
	322	1978	914	00 P 1			62.46
			TOT	P1			90.66
			** JOB TOTALS **		**	**	90.66 **

P	CONT NO		FA PROJ NOS RRP 845001 100				STATE
	322	1980	905	00 P 1			72.60
	322	1980	914	00 P 1	97.93		97.93
			TOT	P1	97.93		170.53
			** JOB TOTALS **		**	97.93 **	170.53 **

DECEMBER 1981

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE
	322	1087	900	03 P 1			411.88
	322	1087	915	00 P 1			170.11
	322	1087	948	00 P 1			6.54
			TOT	P1			43,608.21
			TOT	N1		**	43,608.21
			** JOB TOTALS **				
6TH 8TH&QUINCY STS HARRISBURG	CONT NO	8833 *	FA PROJ NOS	OS	203001 100		
	322	1088	201	00 P 1	40,100.41CR		40,100.41
	322	1088	201	00 N 1	40,100.41		40,100.41
	322	1088	206	00 N 1			
	322	1088	295	00 N 9			
	322	1088	296	00 N 9			
	322	1088	298	00 N 9			
	322	1088	900	00 P 1	4,000.00CR		4,000.00
	322	1088	900	00 N 1	4,000.00		4,000.00
	322	1088	900	01 P 1			
	322	1088	915	00 P 1			
	322	1088	920	00 P 1	12.90		12.90
	322	1088	948	00 N 1	44,100.41CR		44,100.41
			TOT	P1	44,113.31		44,113.31
			TOT	N1	12.90	**	12.90
			** JOB TOTALS **				
SPRR XING 2ND-W SHERMAN	CONT NO		FA PROJ NOS	RRP	00S014 100		38.90
	322	1090	296	00 N 9			38.90
	322	1090	298	00 N 9			
	322	1090	900	00 P 1			
	322	1090	900	03 P 1			
	322	1090	900	06 P 1			
	322	1090	915	00 P 1			
			TOT	P1			
			** JOB TOTALS **			**	
AMES CREEK (SWEET HOME)	CONT NO	9126 *	FA PROJ NOS	SOS	204001 100		
	322	1098	201	00 P 1			
	322	1098	206	00 N 1			
	322	1098	270	01 P 1			263.00
	322	1098	296	00 N 9			
	322	1098	297	00 N 9			263.00
	322	1098	298	00 N 9			
	322	1098	900	00 P 1			
	322	1098	920	00 P 1			
	322	1098	945	00 P 1			26.00
	322	1098	948	00 N 1			
			TOT	P1			26.00
			TOT	N1		**	26.00
			** JOB TOTALS **				

ENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	322	1087	900	03 P 1		411.88	3,862.49	79	81
	322	1087	915	00 P 1		170.11	247.76	79	81
	322	1087	948	00 P 1		6.54	6.54	81	81
			TOT	P1		43,608.21	90,803.92		
			TOT	N1			4,227.50CR		
			** JOB TOTALS **		** 43,608.21 **		86,576.42 **		

BURG CONT NO 8833 * FA PROJ NOS OS 203001 100								STATE	
	322	1088	201	00 P 1	40,100.41CR	40,100.41CR	60,741.58	79	82
	322	1088	201	00 N 1	40,100.41	40,100.41	40,100.41	82	82
	322	1088	206	00 N 1			161.65	80	80
	322	1088	295	00 N 9			38,600.00	79	79
	322	1088	296	00 N 9			97,525.00CR	79	80
	322	1088	298	00 N 9			58,925.00	79	80
	322	1088	900	00 P 1	4,000.00CR	4,000.00CR	7,352.73	78	82
	322	1088	900	00 N 1	4,000.00	4,000.00	5,053.19	78	82
	322	1088	900	01 P 1			149.21	80	80
	322	1088	915	00 P 1			360.06	81	81
	322	1088	920	00 P 1			73.58	79	79
	322	1088	948	00 N 1	12.90	12.90	(12.90)	82	82
			TOT	P1	44,100.41CR	44,100.41CR	68,677.16		
			TOT	N1	44,113.31	44,113.31	45,328.15		
			** JOB TOTALS **		12.90 **	12.90 **	114,005.31 **		

CONT NO		FA PROJ NOS RRP 00S014 100					STATE	
322	1090	296	00 N 9		38.93CR	1,548.42CR	79	81
322	1090	298	00 N 9		38.93	1,548.42	79	81
322	1090	900	00 P 1			18.41	81	81
322	1090	900	03 P 1			752.51	79	81
322	1090	900	06 P 1			918.49	79	81
322	1090	915	00 P 1			31.06	79	79
		TOT	P1			1,720.47		
		** JOB TOTALS **		**	**	1,720.47 **		

CONT NO 9126 * FA PROJ NOS SOS 204001 100							STATE	
322	1098	201	00 P 1			44,155.78	80	80
322	1098	206	00 N 1			1.17	80	80
322	1098	270	01 P 1			218.63	80	81
322	1098	296	00 N 9		263.19CR	48,579.57CR	80	81
322	1098	297	00 N 9			6,310.00	80	80
322	1098	298	00 N 9		263.19	42,269.57	80	81
322	1098	900	00 P 1			4,833.46	80	81
322	1098	920	00 P 1			62.49	80	80
322	1098	945	00 P 1			12.10	81	81
322	1098	948	00 N 1		26.98	26.98	81	81
		TOT	P1			49,282.46		
		TOT	N1		26.98	28.15		
		** JOB TOTALS **		**	26.98 **	49,310.61 **		

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 8-2

OSHD AUDIT

INTEROFFICE MEMO

FILE ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: April 8, 1981

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Audit Report #109, Supplemental
Schaudt, Stemm & Walter, Inc.
City of Harrisburg
Quincy Street, 6th-8th

The original report submitted January 12, 1981, recommended "that OSHD must charge back to Consultant the excess cost of $776.24 net for the total project". Accordingly, we issued to Consultant our Invoice No. 131248 on March 6, 1981. Consultant challenged our findings and charge-back in a letter dated March 16, 1981.

The difference of opinion arose over the authorized maximum costs for which Consultant would be reimbursed for construction engineering. The audit report indicated participating costs of $9,032 as authorized by FHWA on Forms PR-1240. Consultant claimed $10,840 per the narrative portion of his Agreement negotiated with City and approved by OSHD. His claim erroneously stated his figure as "$10,940", so we are assuming the arithmetical correction. Toward his claim OSHD has paid already $9,808.24, leaving a balance of $1,031.76 still in dispute.

A legal opinion rendered March 31, 1981, by Bill Nessly, holds that Consultant is entitled to receive the $1,031.76 per Agreement if the costs are supported by audit. The original audit report's Schedule "A" verified eligible costs NOT BILLED amounting to over $3,300, so the costs claimed are supported.

We recommend partial payment, $1,031.76, against Consultant's previously unpaid invoice dated September 7, 1979. This final payment must be coded "N" for non-participation in federal funding. Total preliminary engineering costs remain unchanged at $2,770, and construction engineering costs become $7,293.76 incurred by Consultant on the project.

DWJ:njc

cc: Phil Stearns

APPROVED
V. E. SKOOG, Controller
Oregon State Highway Division

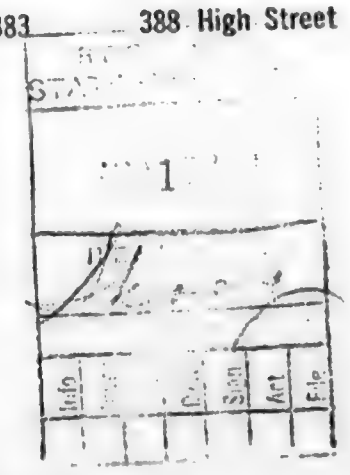
8833

schaudt, stemm & walter INC.

CONSULTING ENGINEERS,
SURVEYORS AND PLANNERS

503/485-8383 — 388 High Street — Eugene, Oregon 97401

March 16, 1981



Oregon State Highway Division
Transportation Building
Salem, OR 97310

Re: Billing Req. No. CA 8078
Credit Distribution 322-1088-900-PI (699)
City of Harrisburg - Quincy Street, 6th Street, 8th Street
OS-2203(1)

Gentlemen:

We received your invoice No. 131248 dated March 6, 1981, but we do not believe, from our signed agreements, it is owed. I told your auditor our beliefs when he was here.

We have a "CONSULTANT AGREEMENT" on your standard form which was dated the 27th day of June, 1977, for the above-mentioned project, which was signed by Schaudt, Stemm & Walter, Inc., the City of Harrisburg, and concurrence by the OSHD dated November 4, 1977. Said Agreement allows for a Preliminary Engineering (lump sum) fee of $2,770 and a Construction Engineering (cost plus net fee) fee not to exceed a maximum of $8,070. This is a total of $10,940. We billed only $9,808.24 and your audit indicated we had $13,281.11 billable. It appears then that we should be able to receive from the project an additional $1,131.76 in accordance with our signed and OSHD approved Consultant Agreement. We submitted billings in the amounts of $2164.81 and $727.99 which were not paid.

$ 2,770.00
8,070.00
$ 10,840.00
(9,808 24)
$ 1,031.76
=

We would also like to point out that our Construction Engineering Fee was based on an estimated construction cost of $72,250 with an engineering percentage fee of 8.7%. The bid cost of the project through the State of Oregon was $92,689.90 and a final construction cost of $100,776.04.

We believe that our billings were in concurrence with our agreement and should receive compensation as requested.

Very truly yours,

Ray V. Walter

what is this ?
V

RVW:jr
Enclosure
cc: City of Harrisburg

RECEIVED
MAR 18 1981
HIGHWAY ACCOUNTING

S833

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 13124A

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-6-81	CA 8073		322-1088-900-P1 (699) 776.24

NEW: SCHAUDT

- Schaudt, Stemm and Walter, Inc
- 388 HIgh St
- Eugene, OR 97401
-

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Settlement on Project OS-2203(1) City of Harrisburg - Quincy Street, 6th - 8th Please see attached Audit. FINAL			$776.24

T.V. 96498 7-24-81

Invoice Canceled on 7-24-81 on T.V. 96498 Per Supplemental audit dated 7-30-81! D.A.

Advance Deposit Amount $ —

Advance Deposit Previously Transferred to Highway Fund $ —

Balance $ —

Transfer to Highway Fund $ —

Refund Due $ —

Partial or final request for billing Final

Number of the previous request —

Amount Due $ 776.24

Submitted by: D Gabliske

Approved:

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GP	CURRENT MONTH	FISCAL YEAR TO DATE
HARRISBURG ST IMPRVMTS	CONT NO		FA PROJ NOS 05 203001 100			
	322	1965	296	00 N 9		
	322	1965	297	00 N 9		
	322	1965	298	00 N 9		
	322	1965	901	00 P 1		
	322	1965	904	00 P 1		
	322	1965	905	00 P 1		
	322	1965	910	00 P 1		
	322	1965	911	00 P 1		
	322	1965	914	00 P 1		
	322	1965	918	00 P 1		
	322	1965	920	00 P 1		
	322	1965	921	00 P 1		
	322	1965	922	00 P 1		
			TOT	P1		
			** JOB TOTALS **			**
BRDPXING @ LASALLE, HRSBRG	CONT NO		FA PROJ NOS BRS 465001 100			
	322	1966	296	00 N 9		
	322	1966	298	00 N 9		
	322	1966	901	00 P 1		
	322	1966	905	00 P 1		
	322	1966	914	00 P 1		
			TOT	P1		
			** JOB TOTALS **			**
SPRRXING @ 2ND & N SHER	CONT NO		FA PROJ NOS RRP 005014 100			
	322	1969	296	00 N 9		
	322	1969	298	00 N 9		
	322	1969	905	00 P 1		
			TOT	P1		
			** JOB TOTALS **			**
BRDP XING @ 18TH-SWEETHOME	CONT NO		FA PROJ NOS RRP 005025 100			
	322	1978	296	00 N 9		
	322	1978	298	00 N 9		
	322	1978	905	00 P 1		
	322	1978	914	00 P 1		
			TOT	P1		
			** JOB TOTALS **			**
SPTC >INGSTHSTRLBRNY	CONT NO		FA PROJ NOS RRP 845001 100			
	322	1980	905	00 P 1		
			TOT	P1		
			** JOB TOTALS **			**

8833

SUMMARY — SEPTEMBER 1980 — PAGE 631

DEPARTMENT	PREFIX	FUNCTION	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
HTS	CONT NO $ FA PROJ NOS OS 203001 100						STATE
	322 1966 296	00	N 9			640.00	
	322 1965 298	00	N 9			5,772.71	CP
	322 1965 298	00	N 9			5,132.71	
	322 1965 901	00	P 1			339.12	
	322 1965 904	00	P 1			2,633.57	
	322 1965 905	00	P 1			1,128.23	
	322 1965 910	00	P 1			867.61	
	322 1965 911	00	P 1			45.02	
	322 1965 914	00	P 1			242.74	
	322 1965 918	00	P 1			51.08	
	322 1965 920	00	P 1			84.74	
	322 1965 921	00	P 1			922.07	
	322 1965 922	00	P 1			31.62	
	TOT	P1				6,605.80	
	** JOB TOTALS **			**	**	6,605.80	**
HPSBPG	CONT NO FA PROJ NOS RRS 465001 100						STATE
	322 1966 296	00	N 9			646.63	CP
	322 1966 298	00	N 9			646.63	
	322 1966 901	00	P 1			482.55	
	322 1966 905	00	P 1			69.27	
	322 1966 914	00	P 1			166.56	
	TOT	P1				718.48	
	** JOB TOTALS **			**	**	718.48	**
HER	CONT NO FA PROJ NOS RRP 005014 100						STATE
	322 1969 296	00	N 9			47.17	CP
	322 1969 298	00	N 9			47.17	
	322 1969 905	00	P 1			52.41	
	TOT	P1				52.41	
	** JOB TOTALS **			**	**	52.41	**
EETHOME	CONT NO FA PROJ NOS RRP 005025 100						STATE
	322 1978 296	00	N 9			81.59	CP
	322 1978 298	00	N 9			81.59	
	322 1978 905	00	P 1			28.20	
	322 1978 914	00	P 1			62.46	
	TOT	P1				90.66	
	** JOB TOTALS **			**	**	90.66	**
	CONT NO FA PROJ NOS RRP 845001 100						STATE
	322 1980 905	00	P 1			72.60	
	TOT	P1				72.60	
	** JOB TOTALS **			**	**	72.60	**

					TOT	PI								
					** JOB TOTALS **								**	**
6TH BTHLQUINCY STS HARRISBURG	CONT NO	9833	a	FA PROJ NOS										
	322	1088		201	00	P 1								
	322	1088		204	00	P 1								
	322	1088		296	00	N 9								
	322	1088		297	00	N 9								
	322	1088		298	00	P 1								
	322	1088		600	00	P 1								
	322	1088		900	00	N 9								
	322	1088		900	00	P 1								
	322	1088		920	00	P 1								
	322	1088		TOT	PI									
				TOT	NI									
				** JOB TOTALS **									**	**

SEPTEMBER 1980

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	OR	CURRENT MONTH		FISCAL YEAR TO DATE
SPRR XING 2ND-H SHERMAN	CONT NO	FA PROJ NOS RRP 005014 100				
	322 1090	296	00 N 9			123.75
	322 1090	297	00 N 9			123.75CR
	322 1090	600	00 P 1	740.69		740.69
	322 1090	915	00 P 1	740.69		740.69
		TOT	PI	740.69		740.69
		** JOB TOTALS **		740.69	**	740.69
PINES CREEK (SWEET HOME)	CONT NO 9126	FA PROJ NOS SOS 204001 100				
	322 1098	201	00 P 1	5,719.49		40,859.69
	322 1098	204	00 P 1	285.97CR		2,042.98CR
	322 1098	296	00 N 9	23,724.82CR		38,276.77CR
	322 1098	297	00 N 9	6,310.00		6,310.00
	322 1098	298	00 N 9	17,414.83		31,965.77
	322 1098	298	00 P 1	310.48		4,019.56
	322 1098	600	00 P 1			
	322 1098	920	00 P 1	5,744.00		42,836.16
		TOT	PI	5,744.00		42,836.16
		** JOB TOTALS **			**	
BNRR XING-18TH-SWEETHOME	CONT NO	FA PROJ NOS RRP 005025 100				
	322 1099	296	00 N 9			
	322 1099	298	00 N 9			
	322 1099	920	00 P 1			
		TOT	PI			
		** JOB TOTALS **			**	

			TOT	PI						43,010.63					
			TOT	NI						4,227.50CR					
		** JOB TOTALS **				**		**		38,782.56	**				
													STATE		
ORG	CONT NO	BBSS	FA	PROJ NOS	OS	203001 100				100,841.99			79	80	
	322	1088		201	00	P 1				161.62			80	80	
	322	1088		204	00	P 1				38,600.00			79	79	
	322	1088		296	00	N 9				97,525.00CR			79	80	
	322	1088		297	00	N 9			4.53CR	58,925.00			79	80	
	322	1088		298	00	N 9			4.53	11,352.75			78	80	
	322	1088		600	00	P 1				21.43			78	79	
	322	1088		900	00	P 1				149.21			80	80	
	322	1088		900	00	P 1				73.58			79	79	
	322	1088		920	00	P 1				112,417.51					
	322	1088		TOT	P1					183.08					
				TOT	NI										
		** JOB TOTALS **				**		**		112,600.59	**				

ARY TMENT		PREFIX	FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE		ACTIVE BEG	YRS END
									STATE	
CONT NO		FA PROJ NOS RRP 005014 100							79	80
322	1090	296	00	N	9	123.75	554.11	CR	79	80
322	1090	297	00	N	9	123.75CR	554.11		79	80
322	1090	298	00	N	9		437.16		79	80
322	1090	900	00	P	1	740.69	890.37		79	80
322	1090	900	06	P	1		31.06		79	79
322	1090	920	00	P	1	740.69	1,358.59			
		TOT	P1			740.69	1,358.59			
		** JOB TOTALS **				740.69 **	1,358.59	**		
									STATE	
CONT NO 9126		FA PROJ NOS SOS 204001 100							80	80
322	1098	201	00	P	1	5,719.49	40,859.59		80	80
322	1098	204	00	P	1	285.97CR	2,042.98	CR	80	80
322	1098	296	00	N	9	23,724.82CR	38,275.77	CR	38,329.39	CR 80 80
322	1098	297	00	N	9	5,310.00	6,310.00		6,310.00	80 80
322	1098	298	00	N	9	17,414.82	31,965.77		32,019.39	80 80
322	1098	600	00	P	1	310.48	4,019.65		4,183.64	80 80
322	1098	900	00	P	1				62.49	80 80
322	1098	920	00	P	1	5,744.00	42,836.16		43,062.64	
		TOT	P1			5,744.00	42,836.16		43,062.64	
		** JOB TOTALS **				5,744.00 **	42,836.16	**	43,062.64	**
									STATE	
YE CONT NO		FA PROJ NOS RRP 005025 100							28.49CR	80 80
322	1099	296	00	N	9				28.49	80 80
322	1099	298	00	N	9				31.66	80 80
322	1099	920	00	P	1				31.66	
		TOT	P1						31.66	
		** JOB TOTALS **				**		**		

8833

OSHD AUDIT NO 109

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 8-2878

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: January 12, 1981

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Audit Report
Schaudt, Stemm & Walter, Inc.
City of Harrisburg
Quincy Street, 6th-8th

We have completed an audit of the State's agreement with Schaudt, Stemm & Walter, Inc., FA Project OS-2203(1). The agreement authorized $9,032. FHWA approved it as of December 2, 1977 and State accepted it on July 17, 1979. Total costs incurred were $9,808.24 during the project period of December 2, 1977-June 30, 1979.

Our examination was made in accordance with GAO standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of Consultant's records, procedures and internal controls as we considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and Consultant complied with applicable laws and regulations.

In our opinion the above conditions were generally adequate to assure a fair presentation of the claim, except as shown in attached "Schedule A". Note that OSHD must charge back to Consultant the excess cost of $776.24 net for the total project.

Accordingly, in our opinion, audited costs of $9,032 were eligible for participating under terms of the agreement, of which $2,770 was incurred for preliminary engineering, and $6,262 for construction engineering.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

Contains Recycled Materials

SP*75603.125

8833 –

4.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

5-1-80 *(PPM 20-5)* FOR "OFF-SYSTEM" PROJECT

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
OS-2203(1)	Linn	Oregon 8833

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, consisted of construction of roadway subgrade, aggregate base, asphalt concrete pavement, concrete curbs and roadway drainage. The work, completed July 31, 1979, was performed on the 6th, 8th, and Quincy Streets (Harrisburg) Section.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Morse Brothers, Inc.	$ 92,689.90

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* D Kenny

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR MAY 5-'80 AFTER TO FOR Ack Sig'n O/R R/D Inves Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 36 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.51	36		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
WILLIAM H. KAPPUS	9/20/79

12. IN COMPANY WITH JACK MARTIN, OSHD RESIDENT ENGR.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE William H. Kappus		16. SIGNATURE D. K. Hansen	
14. TITLE Area Engr.	15. DATE 4/22/80	17. TITLE 302	18. DATE 5/1/80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

#8833

February 1, 1980

Safeco Insurance Co.
1500 S.W. 1st Avenue
Portland, OR 97201

COM 5
#8833

Gentlemen:

Contract No. 8833 awarded to Morse Bros., Inc., for work on 6th, 8th and Quincy Streets in Harrisburg, Linn County, was completed on July 31, 1979, and accepted by the State Highway Engineer on January 30, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 7, 1980.

No claims for labor or material have been filed with us against the performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

cc Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8833

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 24, 1980

Aleta Simmons
City Recorder
City Hall
Harrisburg, OR 97446

Dear Mrs. Simmons:

This is to advise you the Federal Highway Administration and Oregon State Highway Division External Audit Unit cannot approve the Supplemental Consultant Agreement for the 6th, 8th, and Quincy Streets project.

The Federal funds available for this project have been depleted. All overruns will be at 100 percent City expense.

The Supplemental Agreement is enclosed. Please advise Schaudt, Stemm, and Walter approval is denied.

Very Truly Yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb
cc: D. H. Moehring

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE L . PRE ☐
JAN 21 1980
REFERRED TO _____
FOR _____ M
FILE: PM FA LG.

8833

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 18, 1979

In Reply Refer to
File No.: AGR 4-1

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. OS-2203(1)
LGA Supplemental Consultant Agreement
6th, 8th and Quincy Streets
Contract No. 8833
City of Harrisburg & Schaudt, Stemm & Walter

Recommended for approval subject to comments noted.
☒ Area Engineer .....
☐ Bridge Engineer .....
☐ Right of Way .....
☒ Env./Hwy. .....
☐ Planning .....
....
Date District Engineer
Return To Salem

MISC. CONTRACTS and AGREEMENTS No. 9556

Attached for your consideration are two conformed copies of a proposed supplemental agreement to increase the construction engineering costs on subject project. This does not require authorization of additional federal funds.

The increase reflects direct salary, overhead and direct non-salary costs incurred, with no additional payment request for fixed fee.

We request your approval of the Supplemental Agreement and the return of one approved copy for our project file.

MCH:pf
Attachment

cc: Phil Stearns, Region 2
Cliff Laux
Dett Jones

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JAN 11 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

RECEIVED
★ DEC 19 1979 ★
OREGON DIVISION

Form 734-3122

8833

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
ALETA J. SIMMONS
SUPT. OF PUBLIC WORKS
DELBERT BURK
FIRE CHIEF,
HENRY HANF

City of Harrisburg

P.O. BOX 378
HARRISBURG, ORE. 97446

MAYOR, BILLY F. MORGAN
COUNCILMEN
DON C. JENSEN
MARTHA WOODS
CHARLES R. PEPPARD
LARRY A. ISOM
LAWRENCE ADAIR
MICHAEL PAWLEY

December 7, 1979

Mr. Phillip O. Stearns
Region II Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed please find herewith the Supplemental Agreement submitted by Mr. Ray V. Walter, Engineer, for the "Off-Systems Road Project" for improvement of 6th, 8th, and Quincy Street, Contract No. 8833, F.A. Project No.)5-2203 (1). which has been signed by Billy F. Morgan, Mayor of the City of Harrisburg, Oregon.

A billing in the amount of $727.99 is also enclosed for payment to the engineer.

Returned to City for approval signature. Will be submitted when supplement approved.

Sincerely,

Aleta J. Simmons
City Recorder

cc: Mr. Ray V. Walter, Engineer

Enclosures

8833 Harrisburg

11-23-79

RESIDENT ENGINEER'S REPORT

CONTRACT NO. 8833

6th, 8th, and Quincy Streets
(Harrisurg)

The project progressed in an orderly manner after April 3, 1979. Work could not begin before said date because of local weather conditions.

The only major construction problem which increased the cost of the project was the soft, wet, silty clay material that was found at or near subgrade in the majority of the project. We initially attempted to remove it and replace it with base rock, but its depth was excessive being greater than 18 inches. Therefore, a crown was not provided at subgrade and a blanket of from two to four inches of 3/4-inch Aggregate Base material was used to stabilize the sub-base. We have used this procedure in other areas and been very successful with it. This caused an overrun of general excavation and amount of 3/4-inch Aggregate Base material required for the project.

A soil profile of the area was not made. The three streets improved have a gravel surfacing, which was capped with an oil mat. The general soil conditions consisted of from 0 to 8 inches of mixed gravel, soil, and oil mat; then silty clay or a firm shale material to subgrade. The shale was a very stable material.

The soil conditions are known to be unpredictable within the area and engineers have to be able to apply field judgement in these cases. I do not know how they can be more practically determined. City streets are not of the same nature as open highway construction projects.

The project was completed within the time limits of the project. We do not feel that there is any major criticism for the way the contractor scheduled his operation. Weather was a problem, but the contractor complied with recommended practices.

We also believe that traffic control was very adequate. Street construction with a city permits people to use alternate routes. The contractor was also very considerate and permitted owner access to his property where and when possible.

REFERRED TO
Board Steudenmeyer
Cole Semple
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Ray V. Walter
Resident Engineer
Schaudt, Stemm & Walter, Inc.

RECEIVED
NOV 28 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen Joe
Olson
Sullivan Copy
Temple
Watson

Do Not File
Return To

REFERRED TO
Board Steudenmeyer
Cole Watson
Eriksen
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: 6th, 8th, & Quincy Streets
Highway: City Streets
County: Linn

Contract: 8833
Prefix: 322-1088
F.A. No.: OS 2203(1)

Item No.	Item	Unit	Original	Semi-Final	%(+ or -)
	SUMMARY				
	Bid Items	$	92,689.90	100,776.04	+ 9
	Contingencies	$	4,175.55	-0-	
	Engineering	$	9,278.99	9,630.48	+ 4
	Total	$	106,244.44	110,406.52	+ 4

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

006	General Excavation	Cu Yd	3,750	4,622.11	+23

This was required because a very soft, unstable material was found at various levels and over-excavation was required.

~~006~~	1-1/2 Aggregate Base	Ton	3,650	3,569	- 2

Some of item ~~007~~ 3/4" Aggregate Rock was used in place of 1-1/2" Aggregate Rock.

008	3/4" Aggregate Base	Ton	670	3,035	+452

A blanket of 3/4" Aggregate Base Rock was used in the soft area and in place of 1-1/2" Base Rock to provide a seal between the street structure and unstable material.

009	Class B Asphalt Concrete	Ton	650	773	+ 19

There was a mistake in the original estimated amount.

010-012 Sewer Pipe

These items were deleted from the project and performed by others prior to the project.

014	12-Inch Sewer Pipe	Lin Ft	390	279	- 28

Some of the street cross pipes were installed with 8-inch sewer pipe because of clearance restrictions.

017	Concrete Manholes	Each	6	3	- 50

The manholes deleted from the project was done by others prior to beginning the project.

STATEMENT OF OVERRUNS AND UNDERRUNS
Page 2

Item No.	Item	Unit	Original	Semi-Final	%(+ or -)
30201	8-Inch Sewer Pipe		0	135.5	
	Was used in place of 12-inch sewer pipe under item 014				
98999	Contingencies	$	4,175.55	0	

There were no items added except for item 30201, so this is used where there was additional work or materials required becuase of ground conditions.

...temm & Walter INC.
CONSULTING ENGINEERS,
SURVEYORS AND PLANN...
503/485-8383 3... High Street Eugene, Oregon 97401

City of Harrisburg
P. O. Box 378
Harrisburg, OR 97446

8833

Job No. 76-1279

September 7, 1979

6th, 8th, and Quincy Streets - Harrisburg, Oregon
Contract No. 8833

Construction Engineering Services for the
work period July 1, 1979, through September 7, 1979:

Principal Engineer	33.5 hrs. @ 10.76	$ 360.46
Technician	84.0 hrs. @ 7.81	656.04
2 Man Survey Crew	5.0 hrs. @ 14.35	71.75
	Sub-Total:	$ 1,088.25
Overhead Allowance (98)		1,066.48
Printing:		10.08
	TOTAL DUE:	$ 2,164.81

{ less excess costs < 1,133.05

APPROVED
Philip O. Stea
9-17-79 Reg. Ext. ENGINEER
DATE

PREFIX		AMOUNT
322-1088	904	$ 2,164.81

$1,031.76 total due
Pd 9-[illegible]

Note: Construction engineering, including this billing, totals $9,339.93. This is $1270 over the amount "not to exceed" in the Consultant-City agreement. I discussed this with Mayor of Harrisburg and he verbally approved payment.
Philip O. Stea

ALL ACCOUNTS DUE AND PAYABLE 30 DAYS NET AFTER DATE OF STATEMENT.
1% PER MONTH SERVICE CHARGE ON BALANCES 30 DAYS OR OVER PAST DUE.

8833

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

TO: C. T. Keasey
Ass't. State Highway Engineer

DATE: August 20, 1979

FROM: R. D. Church
Contract Payments Supervisor

SUBJECT: Request Contract Acceptance

Contract 8833, Work Completed July 27, 1979

Project 6th, 8th & Quincy Sts. (Harrisburg)

Highway City Streets

County Linn

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

For: Ass't. State Highway Engineer

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Donald Trout

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
AUG 21 1979
REFERRED TO
FOR
FILE: PM FA LG.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 6th, 8th, & Quincy Streets Harrisburg		WEEK ENDING: August 4, 1979
		SECTION PREFIX: 322-1088
HIGHWAY: City Streets		COUNTY: Linn
NAME OF JOB: 6th, 8th, and Quincy Streets	KIND OF WORK: Grade and Pave	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 8833	FEDERAL AID PROJECT NUMBER: OS-2203(1)
DATE OF CONTRACT: November 17, 1979	DATE WORK STARTED: April 3, 1979	ESTIMATED COMPLETION DATE: July 31, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 160	WORK DAYS USED / CALENDAR DAYS USED: 154
PROJECT AUTHORIZATION: $ 96,800.14	SPECIFIED COMPLETION DATE: August 8, 1979	PERCENT OF TIME ELAPSED: 96%
EXCLUSIVE OF ENGINEERING: $ 87,521.15	ENGINEERING AUTHORIZATION: $ 9278.99	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 99,976.04	ENGINEERING COST TO DATE: $ 9630.49	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 114.2%	PERCENT OF AUTHORIZATION: 103.8%	DATE PROJECT WAS COMPLETED: July 31, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.30	0.30			0.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.30	0.30			0.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3750 cy	4320 tn			650 tn
TOTAL QUANTITIES CORRECTED TO DATE	4622 cy	6604 tn			773 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4622 cy	6604 tn			773 tn
AVERAGE DAILY QUANTITIES	325 cy	500 tn			700 tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	1	1			1
HOURS PER SHIFT	8	8			8

EQUIPMENT USED DURING THE WEEK:

Backhoe, Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	29	Sunny	152		
MONDAY	30	Sunny	153		
TUESDAY	31	Sunny	154		
WEDNESDAY	1	Sunny	155		
THURSDAY	2	Sunny	156		
FRIDAY	3	Sunny	157		
SATURDAY	4	Sunny	158		

RECEIVED
SEP 12 1979
CONSTRUCTION BRANCH

K. Bury — Richards
Jackmond — Byrd
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Clark

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	No Activity
MONDAY 30	Grading Driveways and Backfilling Curbs
TUESDAY 31	Grading behind curbs and finish general areas. Move Out.
1 WEDNESDAY	No Activity
THURSDAY 2	No Activitiy
FRIDAY 3	Final Inspection of Project with City, Contractor, and State.
SATURDAY 4	No Activity.

REMARKS

Project complete and accepted.

SIGNED _____ LOCATION Harrisburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8833

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8833

Salem, Oregon

January 29, 1979

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: C. O. Fredrickson
Region II Engineer

SUBJECT: 6th, 8th & Quincy Streets
(Harrisburg)
FAP No. OS-2203(1)
Contract No. 8833
Deletion of Subsection 403.34
of the Special Provisions

You were requested by letter dated January 12, to notify the local government engineering this project of our action to delete Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

Please notify the local government engineering this project that a no-cost price agreement should be prepared and submitted to Morse Bros. Inc. to document their agreement to this change in specifications.

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Jack Martin
FHWA

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR

NOTED
H.S.COULTER

8833

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8833

Salem, Oregon

January 12, 1979

FROM: C. T. Keasey
Construction Engineer

TO: C. O. Fredrickson
Region II Engineer

SUBJECT: 6th, 8th & Quincy Streets
(Harrisburg)
FAP No. OS-2203(1)
Contract No. 8833
Deletion of Subsection 403.34
of the Special Provisions

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

Contractors on State projects are being notified the above specification is being deleted and that Section 403.34 of the Standard Specification will apply.

Please notify the local government engineering this project of this action so they can revise their contract with Morse Bros. Inc.

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Jack Martin

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8833

Form 734-1191 (Rev. 5/77)

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

OREGON STATE HIGHWAY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-4-78	CC 1937	

CREDIT DISTRIBUTION

PE 322-1965

Constr. 322-1088

BILL TO: Code:

City of Harrisburg

City Council

Harrisburg, Oregon 97446

Mrs. Aleta J. Simmons-City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the 6th, 8th, and Quincy St. SOS-2203(1) Contract #8833 AD525 AD349 CC1781			

Advance Deposit Amount	$ 840.00 48,400.00	
Advance Deposit Previously Transferred to Highway Fund	$ 640.00	
Balance	$ 48,600.00	
Transfer to Highway Fund	$ 38,600.00	Amount Due . . . . . $
Refund Due	$	

Submitted by:

Harold Reynolds
Harold Reynolds

Partial or final request for billing

Approved:

Gerald W. Wimer
Gerald W. Wimer

Number of the previous request in connection with this service.

SP*35736-734

8833

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-72		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Linn
MODIFICATION NUMBER 1	12-1-78	Project Number OS-2203(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13, ,19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$6,000.00	$ 112,744.00
Federal funds	$4,660.00	$ 64,500.00
Other revisions		

This modification is made for the following reasons:

Adding construction phase and increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December ,19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Lutz

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 827 494

file

Oregon State Highway Division
Salem, Oregon, November 20, 1978

Federal Aid Project
No. OS-2203(1)

6th, 8th, and Quincy Sts. (Harrisburg)
City Streets in Harrisburg
Linn County

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 6,500.00
Type Code 6201			
Roadway (6th St. Sta. 0+21 to Sta. 5+00)			
(8th St. Sta. 0+20 to Sta. 7+16.8)			
(Quincy St. Sta. 0+15 to Sta. 5+40)			
Alternate "A"			
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	75 Sq.Ft.	$ 6.00	450.00
Temporary Barricades	6 Each	300.00	1,800.00
Clearing & Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		800.00
General Excavation	3,750 Cu.Yd.	3.90	14,625.00
1-1/2"-0 Aggregate Base	3,650 Ton	4.40	16,060.00
3/4"-0 Aggregate Base	670 Ton	4.90	3,283.00
Class "B" Asphalt Concrete	650 Ton	21.00	13,650.00
4-inch Sewer Pipe	136 Lin.Ft.	6.30	856.80
6-inch Sewer Pipe	50 Lin.Ft.	7.00	350.00
8-inch Sewer Pipe	650 Lin.Ft.	9.00	5,850.00
10-inch Sewer Pipe	46 Lin.Ft.	9.75	448.50
12-inch Sewer Pipe	390 Lin.Ft.	11.10	4,329.00
15-inch Sewer Pipe	46 Lin.Ft.	18.10	832.60
18-inch Sewer Pipe	300 Lin.Ft.	16.00	4,800.00
Concrete Manholes	6 Each	750.00	4,500.00
Concrete Inlets, Type Standard	5 Each	400.00	2,900.00
Concrete Curbs	2,860 Lin.Ft.	4.25	12,155.00
Valley Gutter	All Required		600.00
Adjusting Manholes	3 Each	100.00	300.00
			$ 92,689.90
Anticipated Items			
Temporary Erosion Control	All Required		$ 100.00
		Subtotal	$ 92,789.90
		Engineering	13,454.10
		Total	$106,244.00

Oregon State Highway Division
Salem, Oregon, November 20, 1978

Federal Aid Project
No. OS-2203(1)

Length of Project 0.51 Mile
Cost of Roadway Per Mile $208,321.56

SUMMARY OF FUNDS (85.77%)

Description		Total Cost	Federal Funds	City Funds
Preliminary Engineering		$ 6,500.00	$ 5,575.00	$ 925.00
Roadway		106,244.00	58,925.00	47,319.00
	Total	$112,744.00	$64,500.00*	$48,244.00

Group 1 100%

Contract No. 8833

Prefix No. 322-1965

Prefix No. 322-1088

Note: *Limited to $64,500 OS Funds.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 10-79	FEDERAL-AID PROJECT AGREEMENT 10-13-78	County: Linn
		Project No.: 0S-2203(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts., 6th, 8th, Smith & Quincy Sts. (Harrisburg)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12/15/77	0.51
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 77.7%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000.00	$ 4,660.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By H. S. Coulter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 18 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon Sept. 28, 1978

Federal Aid Project
No. OS-2203(1)

6th, 8th, Quincy & Smith Sts. (Harrisburg)
City Streets in Linn County

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$ 6,000.00
	Total	$ 6,000.00

Length of Project. . . . 0.51 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 6,000.00	$ 4,660.00	$ 1,340.00
Retain in PS&E Status	77,000.00	59,840.00	17,160.00
Total	$83,000.00	$64,500.00	$18,500.00

Group 1 - 100%
Prefix 322-1965

8133

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Keats Oliver
SAIF
Fran

November 17, 1978

Moree Bros., Inc.
E. Grant Street
Lebanon, OR 97355

Gentlemen:

The Oregon Transportation Commission on October 31 accepted your proposal for work on the 6th, 8th & Quincy Streets (Harrisburg) Section in Linn County for the sum of $92,689.90 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Harrisburg and when the sum of $48,400 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8833.

Enclosed are four copies of this contract. Three of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. We will furnish the City of Harrisburg a fully executed copy for their information.

Please refer to the Special Provisions on pages 18 and 19, Section 603.40 which mentions the Warranty and the Supplemental Performance Bond. A copy of the Warranty Form and the Supplemental Performance Bond is included in the contract.

The calendar workday count on this contract will begin November 30, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

November 1, 1978

City of Harrisburg
City Hall
Harrisburg, Oregon 97446

Attn: Mrs. Aleta J. Simmons
City Recorder

Gentlemen:

On October 26, 1978 a satisfactory bid was received from Morse Bros. Contractors, Inc., P.O. Box 7, Lebanon, Oregon 97355 for 6th, 8th and Quincy Streets Section, SOS-2203(1).

This is an Off-System project and based upon the contractor's bid the City's advance deposit is as follows:

Bid Items	$ 92,689.90
Temp. Erosion Control	100.00
4½% Contingencies	4,175.55
10% Engineering	9,278.99
EST. TOTAL CONSTRUCTION COSTS	$106,244.49
Est. PE Costs	7,500.00
Less PE Advance Deposit	- 840.00
Less Federal Share	- 64,500.00
TOTAL CITY SHARE	$ 48,404.44

Rounded to $48,400.00

Please make your check in the amount of $48,400.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than November 17, 1978.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:pf
bcc w/AD # 525: Vern Skoog - Please return completed AD # 525 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

8833

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-29-78

FEDERAL AID PROJECT NO.: OS-2203(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80051

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Assistant Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
12-15-77	9-29-78	Non Federal-aid	City Street

GENERAL LOCATION:

6th, 8th, Quincy and Smith Streets (Harrisburg) Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE:

- ☐ LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated August 22, 1978 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE
10-3

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-78	G. L. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-033

8933

Date 8-29-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Consultant plan preparation File No.

Received (call) (visit) from

Address

Made ~~(call)~~ (visit) to E.S. Hunter also present: Sollis, Versteeg Christianson & Hart Phone

Reason for contact and general discussion: A consultant did a street job for Harrisburg. The plan was not acceptable for F.A. (Cusack's letter) What should we do? Consultant made some changes reluctantly and complained that he had been doing plans for 20 years and we didn't know what we were doing. Our design people have made changes on the plans and this probably invalidates the Consultants responsibility as the plans are no longer his.

Our agreement with ASCE/OC makes the Region Engr responsible for ~~approving~~ certifying an "applicant" to do PE. "Consultants" must be certified by the "state".

Signature

File ( ) ( ) (M) ( ) (S) (H) ( ) ( )
Circulate: ✓ PME LGE OPE FAE CCE OM Other

M N B

8833

8-28-78
Money is OK but City won't sign plans
Phil Stearns to tell Art Brummitt on 8-25 to pull the job.
Notified Gwinn.

12th St. - Pringle Rd. (Salem) FAUS
&
Madrona Ave. - Ewald Ave. (Salem) FAUS

6th, ~~6th~~, Quincy & Smith Sts (Harrisburg) OS

8-28-78

Swan says these projects are not going to make Sept letting. He wants to know when he should reschedule for.

cc Reynolds
Zehner

} Please advise me including why project not making Sept letting

Jerry

8833

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

Harrisburg

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project OS-2203(1)
Sixth, Eighth, and Quincy Streets (Harrisburg)
Section
City Streets, Linn County
Plans

DATE: August 24, 1978

In reply refer to: HEC-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Office of Technical Services, ODOT

Because of your concern over the quality of the subject plans, you hand-delivered them to this office for our review.

We have reviewed the plans and agree with your need for concern. The plans are confusing and are not of the professional quality that we would expect to see for a Federal-aid project. We do not believe that the project should proceed to advertising until the plans are improved.

for G. L. Green

Attachment
Plans

NOTED
L. K. WATSON

Versteeg
Christensen DOL
George
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 13 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

RECEIVED
TECHNICAL SERVICES
AUG 25 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8833

OFFICERS
CORDER-TREASURER,
UNICIPAL JUDGE,
ETA J. SIMMONS
PT. OF PUBLIC WORKS
LBERT BURK
RE CHIEF,
ENRY HANF

City of Harrisburg

P.O. BOX 378
HARRISBURG, ORE. 97446

MAYOR, BILLY F. MORGAN

COUNCILMEN
DON C. JENSEN
MARTHA WOODS
CHARLES R. PEPPARD
PRESTON H. GORDON
LARRY A. ISOM
FRANK MOFFITT

August 24, 1978

REGION 2 ENGINEER
RECEIVED
AUG 25 1978
RLE RBE
RC RCE RME RTE ROE
ULE GEO RSO ENV RPE

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
Department of Transportation
Highway Division
960 E. State Street
Salem, Oregon 97310

Re: Off-Systems Road Project
Harrisburg, Oregon

Dear Mr. Stearns:

This letter is to verify that the City of Harrisburg has decided to omit 8th Street improvement from the above project because of the increase in cost estimate. However, if there is an alternative in method of bidding the street improvement project, please give 8th Street improvement further consideration and include it with the bid if at all possible.

Sincerely,

Billy F. Morgan
Mayor

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 28 1978
M
File: PM FA
TAR Reynoldson LG OP

BFM:ajs

8-25-78
Original to Versteeg - 25

8833 Harrisburg

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/17/78
Donald L Rout

All Clear Deadline 9-21-78 Bid Letting _____

SECTION 6TH, 8TH, QUINCY & SMITH STS. (HARRISBURG)
Highway City Street
County Linn Region 2
Type of Work G-P Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study	X				

Section [illegible] Programming Estimate $ _____

Highway 8833 City Streets Project Length _____

County Linn Completion Time 160 Cal. w.k.days

Kind of Work Grade & Pave _____

Prefix 322-1965 FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 8/16/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lana Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lana Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number 2
Finance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please inform the city.

Form 731-0002 (1/76) SP*70504-734

Contract Amount $ 121,393.50

105

$ 100

$ 121,493.50

Contingencies (4-1/2%) 5467.21

Engineering (9 %) 10,934.42

~~SUBTOTAL~~ $

~~Credit for~~ _____

Estimated Net Authorization, Construction . . . . . $ 137,895.12

APPROVED

_____

Road Design Engineer

Est. PE Costs 14,000.00

Less PE Ad. Deposit 840.00

Less $75,000 $75,000.00

Plus 14% of $75,000 10,500.00

City share of Project Costs $86,555.00

Section 6th, 8th and Quincy Sts. (Harrisburg) Programming Estimate $ _____

Highway City Streets Project Length _____

County Linn Completion Time 160 Cal. Workdays

Kind of Work Grade & Pave _____

Prefix 322-1965 FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 121,393.50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Install Water Meter		$ 100
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 121,493.50
Contingencies (4-1/2%)		5,467.21
Engineering (9 %)		10,934.42
~~SUBTOTAL~~		$
~~Credit for~~ _____		
Estimated Net Authorization, Construction		$ 137,895.12

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section 6th, 8th and Pennsylvania Laterals

County

Kind Of Work

Length

Name Day

8-16-78

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		900
	Temporary Protection and Direction of Traffic		All	All		300
	Temporary Signs		Sq Ft	75	6 -	450
	Temporary Barricades		Each	6	95 -	570
	Earthwork					
	Clearing and Grubbing		All	All	—	2,000 00
	Removal of Structures and Obstructions		All	All	—	2,500 00
	General Excavation		Cu Yd	3750	5 00	18,750
	Coarse Aggregate Base		Ton	3650	6 00	21,900
	3/4"-0 Aggregate Base		Ton	670	6 50	4355
	Class "B" Asphalt Concrete		Ton	650	21 75	14137 50
	4-inch Sewer Pipe		Lin Ft	136	8 00	1088 -
	6-inch Sewer Pipe		Lin Ft	50	8 00	400 -
	8-inch Sewer Pipe		Lin Ft	650	9 00	5850 -
	10-inch Sewer Pipe		Lin Ft	46	9 50	437 -
	12-inch Sewer Pipe		Lin Ft	390	10 00	3900 -
	15-inch Sewer Pipe		Lin Ft	46	16 00	736 -
	18-inch Sewer Pipe		Lin Ft	300	18 50	5550 -
	Concrete Manholes		Each	6	900 00	5400 -
	Concrete Inlets, Type Standard		Each	5	450 00	2250 -
	Concrete Curbs		Lin Ft	2860	7 00	20020 -
	Concrete Gutter		All	All	—	1200 00
	Adjusting Manholes		Each	3	200 00	600 -

Contract Time: 160 CWD

ANTIC ITEMS: NONE

8-16-78

8833

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
ALETA J. SIMMONS
SUPT. OF PUBLIC WORKS
DELBERT BURK
FIRE CHIEF,
HENRY HANF

City of Harrisburg

P.O. BOX 378
HARRISBURG, ORE. 97446

August 3, 1978

MAYOR, BILLY F. MORGAN
COUNCILMEN
DON C. JENSEN
MARTHA WOODS
CHARLES R. PEPPARD
PRESTON H. GORDON
LARRY A. ISOM
FRANK MOFFITT

REGION 2 ENGINEER
RECEIVED
AUG 0 7 1978
RLE RBE
RE RCE RME RTE ROE
VLE GEO RSO ENV RPE

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
Department of Transportation
Highway Division
2960 E. State Street
Salem, OR 97310

Re: Off-Systems Road Project
Harrisburg, Oregon

Dear Mr. Stearns:

Enclosed herewith is an approved copy of the preliminary plans for the 6th, 8th, and Quincy Street project for the city of Harrisburg.

Also enclosed is a statement from the engineering firm, Schaudt, Stemm & Walter, Inc., for preliminary engineering services on said project for a total due in the amount of $2,633.57.

Sincerely,

Aleta J. Simmons
City Recorder

Enclosures

cc: Mr. Jack Martin, Res. Eng.
Mr. Ray Walter, Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 1978
M
File: PM FA
LG OP
TAA George

Copy To: Design

F OREGON

TRANSPORTATION

IWAY DIVISION

ROPOSED PROJECT

STS. (HARRISBURG) SEC.

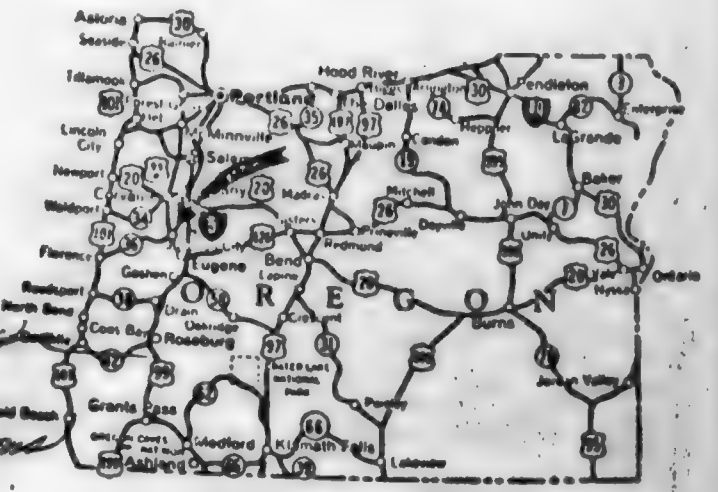
STREETS

COUNTY

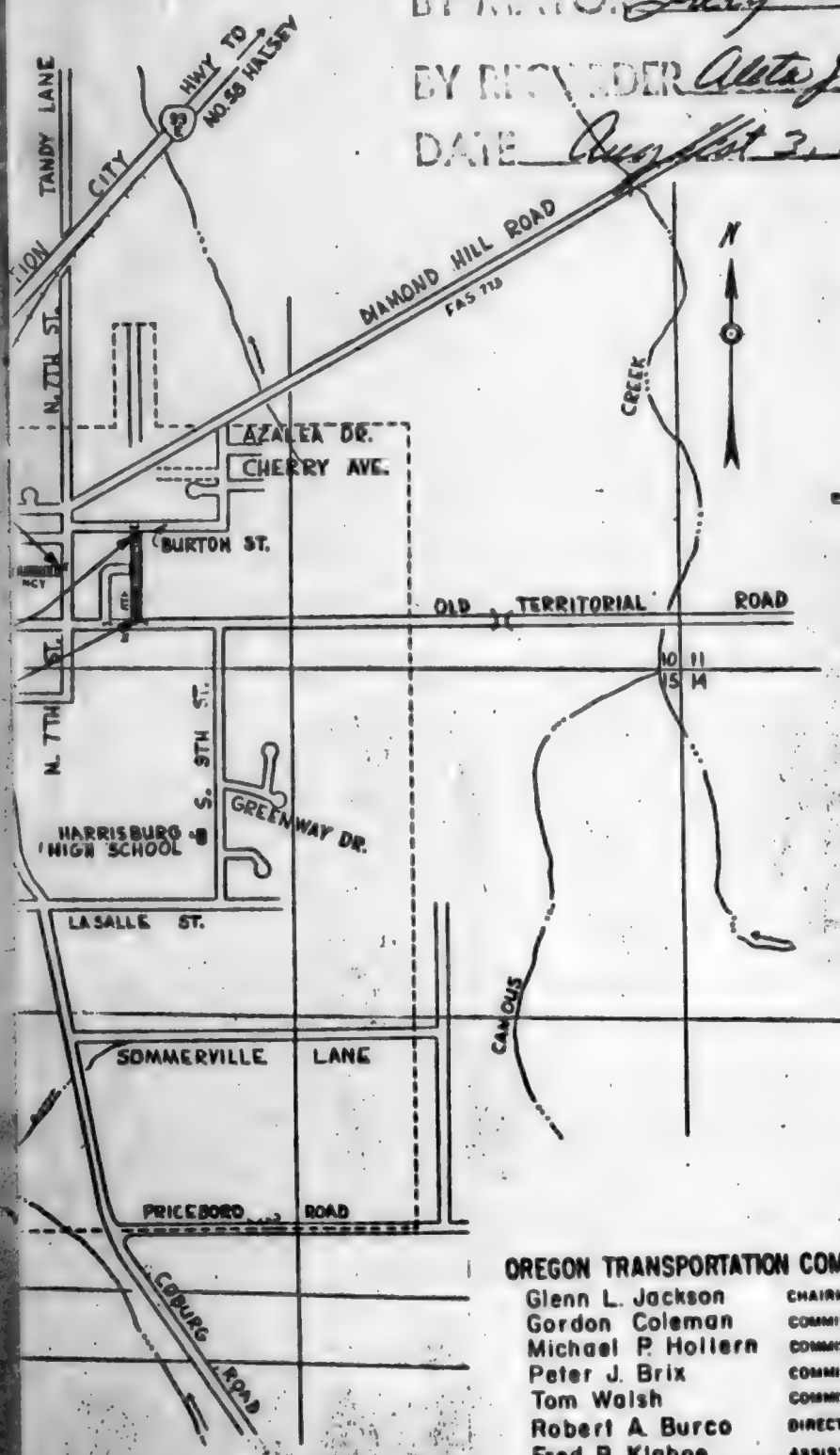
PRELIMINARY COPY
JUL 26 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

6TH, 8TH AND QUINCY STS. (HARRISBURG) SEC. CITY STREETS LINN COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

O.S.



APPROVED
CITY OF Harrisburg
BY MAYOR Billy F. Allgyer
BY RECORDER Alta J. Simmons
DATE August 3, 1978



PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER — OREGON — OCT. 20, 1969 — H. R. COULTER

REGISTERED PROFESSIONAL ENGINEER — OREGON — NOV. 19, 1968 — EDGAR B. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

8833

Harrisburg

Salem, Oregon
July 3, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

C. O. Fredrickson
Region 2 Engineer

6th, 8th, and Quincy Sts.
Harrisburg City Streets
Linn County

Veroteeg
Christensen
Georgs
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 0 3 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

The consultant's preliminary plans have been reviewed and the following comments and suggestions are being submitted.

1. No method is shown as to how the "Road Closed to Through Traffic" signs are to be mounted. It is suggested that they be placed on Type III barricade. The placing of the barricades should be such that the local traffic may retain access to these streets.

2. It is suggested that Class "B" A.C. be specified. It is felt that the "B" mix is stronger, less tendency for rutting, etc., than the "C" mix.

3. There are no earthwork quantities shown on the plans. Is it balanced, excess or borrow?

4. It was difficult to determine the construction items, beginning and end of construction, etc., on the plan sheets. It is suggested that these items be shown as indicated in red on these sheets. Trench excavation is to be included in the cost of the pipe. These quantities should be added so that the contractor may figure his costs.

5. No details are shown for curb inlets. Are they the same as our "CG-1" series? Is the manhole detailed on sheet 2A for sanitary only? Is it to be used for storm sewer?

6. The consulting engineer's stamp and signature is required on the title sheet.

7. On sheet 4, an existing 6 inch sanitary P.V.C. pipe is to be replaced. Will this be by contract? If so, quantities will need to be indicated.

If the consultant does not elect to revise the drawings to the numbered note style indicated in red he should review his details and notes in relation to ours and the comments included in this letter to further clarify and complete his plans.

A request, through Phil Stearns, has been made to advance this project from the October letting to the September letting. If revised plans are received in this office by the 14th of July we should be able to advance this project.

LKW:ab
cc: L. K. Watson
Jack Sullivan

8833

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 19, 1978

FROM: Richard E. Nelson
REGION II LOCATION ENGINEER

SUBJECT: 6th, 8th and Quincy Streets (Harrisburg) Off-Systems Project

TO: Duane Christenson
FINAL DESIGN ENGINEER

Transmitted herewith -

1 set Mylar Drawings (6 sheets)
1 set Special Specifications

I understand you have previously reviewed the plans, and I assume they have been corrected to your satisfaction. I would offer some comments on the special provisions.

page 1 -
Time - Contractor setting his own time, without definate parameters.

page 2 -
Last paragraph - "salvage and" should be deleted.

page 3 -
A.C. specs from 1974 standards, revisions have occured.

page 7 -
paragraph C
"due to the fact that the main pipe footage is paid through the Tee Joints", should be deleted.

Please advise if further work is required of the consultant and we will pursue.

Any guidance that you might offer that would assist in obtaining satisfactory submittals from consultants and local governments would be appreciated.

cc: C.O. Fredrickson
Jack Martin
P.O. Stearns

Returned to Carstenson 6/19/78

CARSTENSEN

8833

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: 6th, 8th, Quincy & Smith Streets
Highway: City Streets (Harrisburg) 505
County: Linn
Prefix: 322-1965
Res. Engr. Jack Martin (Liaison)

Date April 27, 1978
Ten Year Traffic Coefficient (1) 6.2 (2) 5.4
18 kip s.a. per day (1) 11.8 (2) 4.0
R value 6
Frost Penetration - - - -
CBE Total Requirement (1) 20.5" (2) 18.0"

STRUCTURAL SECTION
NEW WORK

(1) Smith Street

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C. (Cl. B)	7.0
10.0"	A.B.	10.0
15.0"		20.0"

(2) 6th, 8th & Quincy Streets

1.5"	A.C. (Final Stage)	3.0
3.0"	A.C. (Cl. B)	6.0
9.0"	A.B.	9.0
13.5"		18.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
Ray Walter

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 1 1978
File: PM FA
TAA Hal LG OP

8833

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Harrisburg
City Hall
Harrisburg, OR 97446
Attention of Mrs. Aleta Simmons
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1781

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $840.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in the Advance Deposit	200.00	
		To be transferred to State Highway funds for the various streets in the City of Harrisburg, OS-2203(1)		$640.00
		Covered by agreement #6237		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 840.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 322-1965-295

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

4233

G. Wimer
F.Y.I.
SOS
Harrisburg
SOS-2203( )

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 30, 1978

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 31 1978
TAA _____ File: PM FA LG OP

Mrs. Aleta Simmons
City Recorder
City Hall
Harrisburg, OR 97446

Dear Mrs. Simmons:

The Department of Transportation has developed a system for maintaining a reasonable schedule on the status of preliminary engineering projects.

In order for this system to function properly, it is important that the status of each project be current. The Highway Division accomplishes this by way of a weekly status report.

For those projects which preliminary engineering is being performed by local agencies or consulting engineerings, it has been difficult to maintain a reasonable schedule. Therefore, we seek your assistance and ask that you submit a weekly report.

A sample of the weekly survey report is attached. You may use this form or devise a similar form if you wish. A supply of the attached form may be obtained from the liaison engineer assigned to your project.

Your cooperation in this effort will be greatly appreciated.

Sincerely,

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/dea
Attach.

cc: Ray Walter

Same letter to other local agencies performing own P.E.

cc Frank Terpin

STATE OF OREGON

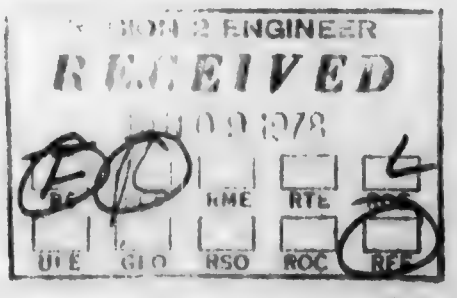
INTEROFFICE MEMO

TO: Region Engineers

DATE: January 9, 1978

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Consultant Engineered
Local Government Projects



A large portion of the questionable projects at this month's schedule meeting were consultant engineered. The Location Section did not have any information to use in retaining the presently proposed date or basis to adjust to a new date.

Your staffs already keep the PMS runs updated but this facet needs further attention. It would assist the Location Section if your Consultants submitted weekly reports. If they will not, your Federal Aid Engineer or Liaison Engineer should.

Whoever updates your PMS information, should, for sure, include information relating to consultant projects. We seem to lack meaningful information. Your help and input will be appreciated.

GWW:ljt

cc: H. S. Coulter
J. H. Versteeg
F. E. Terpin
D. E. Swan

Bob -
Please follow up, or comment on feasibility of Jerry's suggestion
Chuck

.1.5-1387

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV[illegible] AND/OR AUTHORIZATION

8833

FEDERAL AID PROJECT NO.
OS-2203(1)

[illegible]ATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon 12-15-77

PROGRAM NO.

ITEM NO.
80051

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-15-77	Non Federal Aid
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

"6th, 8th, Quincy and Smith Streets (Harrisburg) Section"

GENERAL DESCRIPTION OF WORK:

Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Construction

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in MR. Swan's 12-13-77 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $77,000 federal funds $59,840 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8833

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-2-77

FEDERAL AID PROJECT NO.
-2203(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80051

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	12-2-77	Non Federal-aid / City Street

GENERAL LOCATION:
"6th, 8th, Quincy and Smith Streets (Harrisburg) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : KW TEC NTE $6,000- F.F. $4,770
☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 11-18-77 letter, I approve the Consultant Agreement with Schaudt, Stemm and Walter, Inc., with the understanding that Construction Engineering is limited to $6,262 as set forth in Section VI A, Items A, 1, through A4 and as shown in Exhibit "A", page 2 of 3.
A signed copy of the Agreement is returned herewith.

NOTED
F. B. KLABOE
12-12

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-2-77	G. K. Hoss	for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8833

C.C. J. H. Versteeg
C.T. Keasey
Jim Chidsey

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

12-1-77

2022

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-2203( )
Project Name 3rd to 5th st on South St.; Territorial Rd. to Burton street on 8th St.; Territorial Rd. to Quincy St on 6th St.; 6th to 7th st on Quincy Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

JD ☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Harrisburg, Oregon, this 30 day of November, 1977

City of Harrisburg

Certified By:

J. W. Dixon
Regional Right-of-Way Supervisor
Date 12/1/77

Bobby L. Higgins
Mayor

Aleta J. Simmons
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8833

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 18, 1977

TO G. L. Green, Division Administrator
Federal Aid Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80051
Project No. OS-2203(1)
6th, 8th, Quincy and Smith Sts.
(Harrisburg) Section
Linn County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Approval of the enclosed Consultant Engineering Agreement with Schaudt, Stemm & Walter Inc. and the return of one approved copy for our file.

2) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $6,000 with an obligation of $4,660 in federal funds.

CL:dmc
cc: J. Sheldrake, Reg. 2
H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

November 18, 1977

FEDERAL-A (P

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 — City Sts., 6th, 8th, Smith & Quincy Sts. (Harrisburg) 60				ADT	PRESENT D V 25 250	FUTURE N/A (66) (70)			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 — P.E., Grade, Pave 42	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)			
CARD	CLASS OF FEDERAL FUNDS — Off-System Roads	COUNTY NAME									
	NAME OF URBAN AREA 17-31 — --	ROUTE NO. N	FEDERAL Non								

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	ESTIMATED PROJE FEDERAL FUND
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE			0.51	6,000	4,660
5					ROW					
5					CONST (CODE) 6201		"6th, 8th, Quincy & Smith Sts. (Harrisburg)	0.51	77,000	59,840
								0.51	83,000	64,500

CARD 1	CODE 1	PREPARED BY — CL	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

77 *(PPM 21-1)*

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	D V 25 250	N/A (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	627 (4) (9)	80051 (14) (18)

DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
				OS-	2203	(1)		

COUNTY NAME: Linn — CODE: 043 (14) (18)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: City Sts. (36) (37) — U.S.: -- (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
6,000	4,660	---	1,340 (City)	
77,000	59,840	---	17,160 (City)	ROW-60' minimum; Access Control-none; Parking Restrictions- None.
83,000	64,500	---	18,500 (City)	

(16) (23) (24) (33)

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

6th, 8th, QUINCY & SMITH STREETS (HARRISBURG)
PROJECT NO. OS-2203(1)

Existing Facilities: Basically 20-foot oil mat surface with 2-foot shoulders on 6th, 8th and Quincy Streets. Smith Street is 36-foot curbed roadway. Railroad Data see below.

Adjacent Sections: Same as existing facilities.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including preliminary engineering by utility forces.
2) Grade and high type pave necessary to widen the existing streets to provide for a 36-foot curbed roadway on 6th, 8th and Quincy Streets as follows and to overlay Smith Street between 3rd & 5th Avenues. Adjustment of utilities as required, 6th Street from Territorial to Quincy St., 8th Street from Territorial to Burton St., Quincy Street from 6th to 7th Streets.

NOTE: Preliminary and construction engineering to be performed by Schaudt, Stemm & Walter Inc. Consultant Engineers with review and contracting by State forces.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroads: Crossing # 3E-124.30

Name of Railroad	Oregon Electric Railway Co. (BNRR)
No. of Tracks	One Mainline
No. of Trains	6 Thru per day & 2 Switch
No. of Hi-Speed Trains	None
Present Protection	Crossbucks and Advance Warning Signs
Proposed Protection	No Change
Railroad Benefits	None

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 15, 1977.

FHPM 7-7-5 Requ
a) Public Hearin
b) Location/Des

NOTE: This proje

-foot shoulders
ed roadway.

ing:
engineering by

streets to
icy Streets as
enues. Adjust-
l to Quincy St.,
from 6th to 7th

ed by Schaudt,
nd contracting

Recreational Areas:

Co. (BNRR)

ch

Warning Signs

d District 4

in by FHWA on

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8833

STATE OF OREGON
HIGHWAY DIVISION
Accounting

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: October 17, 1977

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Consultant Agreement
City of Harrisburg/Schaldt, Stemm & Walter

Definition Statement

The proposed agreement provides for consultant to furnish City both preliminary and construction engineering on various city street improvements as an "off-system" project. FHPM Vol. 1:7.2 requires pre-award evaluation of the accounting provisions of such agreements.

Analysis

A letter from City Recorder explains the consultant selection process, which should satisfy FHWA requirements.

The wording of the agreement should be revised throughout by removing the word "County" wherever it appears. In the introductory paragraph, in fact, the phrase "City/County of" should be deleted.

Pages numbered 6,7,8 and 9, should be renumbered respectively 8,9,6 and 7 to reflect the proper sequence of preliminary and construction engineering.

Exhibit "A" should be revised in format as follows:

> Page 1 of 3, The summary analysis should be removed entirely. The agreement does not set forth total costs in that frame of reference. Consultant proposes for preliminary engineering a LUMP SUM payment of $2,770, and for construction engineering only at actual cost not to exceed $6,262. Accordingly, the "Summary of Preliminary Engineering" should be titled Exhibit A, Page 1 of 3; the "Construction Engineering" should be titled Exhibit A, Page 2 of 3; and the "Breakdown of Overhead Cost" renumbered Page 3 of 3.
>
> We have made pencil corrections as noted above.

Conclusion

Contingent upon the revisions noted above I recommend approval of the proposed agreement.

DWJ:njc

cc: G. W. Wimer
R. J. Hacek

APPROVED
V. E. Skoog

01-125-1367

8833

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: September 28, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Harrisburg Street Improvement
Various City Streets (Off-system)
Linn County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 2: John Sheldrake
District 4: C. H. Johnson
Region 2 Geologist: William Fretwell
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-28-77

81-125-1387

8833

Phil Stearns
Region 2, Federal Aid Engineer

September 19, 1977

R. H. Prange
Local Projects Supervisor

Consultant Agreement
Safer Off-System Project
City of Harrisburg

We have been vocally advised by FHWA that they will accept nothing but lump sum payment for Preliminary Engineering and actual cost, plus a fixed fee for Construction Engineering. I am sending you substitute pages 6, 7, 8 and 9. Please have the consultant put the P.E. lump sum in pages 8 and 9 and Construction Engineering costs including the upper limit in pages 6 and 7.

I'm also returning the consultant's estimate sheets showing his summaries of Preliminary Engineering and Construction Engineering. Please have him change the term "Profit 11%±", to "Fixed Fee".

RHP:lml

(11)

8833

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 15, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project SOS-2203(-)
PROJECT ASSESSMENT
Harrisburg Street Improvement
Linn County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

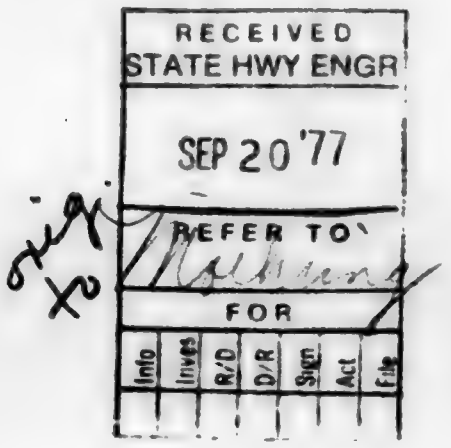
The subject project assessment submitted with Mr. Wimer's September 6, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kyggus
for G. L. Green

cc:
OSHD (Reg. 2 Env.)
ODOT (Laux, Potter)



8833

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 12, 1977

Salem, Oregon

FILE: LEG 7-4-7
Linn County

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Consultant Agreement
Safer Off-System Roads Project
City of Harrisburg

TO: Gerald W. Wimer
LOCAL GOVERNMENT PROGRAMS ENGINEER

Attached is a copy of the subject agreement which was returned to me for revision, and sheets 1 and 2 of Exhibit "C" to be attached to the agreement.

The $500 item on sheet 1 of Exhibit "A" was intended for the State to perform foundation investigation. A note to this effect can be added.

The consultant selection process was documented by letter from the City. If this is not sufficient, please advise.

POS/dea
Attach.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
SEP 13 1977

TAA Prange File: PM FA LG OP

We should obtain copy

8833

schaudt, stemm & walter INC.
CONSULTING ENGINEERS,
SURVEYORS AND PLANNERS
503/485-8383 388 High Street Eugene, Oregon 97401

September 7, 1977

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon State Highway Division
2960 East State Street
Salem, OR 97310

Dear Mr. Stearns:

Enclosed herewith is the engineering cost breakdown as to estimated preliminary and construction costs as requested. We made them Exhibit "C" to the consultant agreement between the City of Harrisburg and Schaudt, Stemm and Walter, Inc.

Very truly yours,

Ray V. Walter

RVW:jr

Enclosures

cc: City of Harrisburg

Concurrence: _____
Mayor

8833

Form E-39 (Rev. 9-71)

4

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Harrisburg Street Improvements SOS

Highway Various City Streets (Off-system)

County Linn

Date August 23, 1977

Authorization No. 1

Survey Prefix 322-1965
(Assigned by Salem office)

Description of termini, route, length, etc.:

Smith Street, 3rd St. to 5th St.
8th Street, Territorial Road to Burton St.
6th Street, Territorial Road to Quincy St.
Quincy Street, 6th St. to 7th St.
Total length of project is 2710' or 0.51 mile.
This is an Off-System Project.

Purpose of survey:

Prepare plans, specifications and cost estimate for improvement of four city streets in Harrisburg.

Estimate of cost:

Field	901	650
Citizen Participation	902	200
Consultant	904	10,850
Final Design	905	900
Soils	910	500
Utility	914	200
Specifications	921	500
Environmental	923	200

OS-2203(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 14,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

for Jack Martin
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

XXXXXXX
Technical Services Engineer

SP*23604-704

STATE [ ] CONST [ ]

FED-AID IE [X] CONST [ ]

FHWA APPR. 12-2-77

7833

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

REGION 2 ENGINEER
RECEIVED
AUG 24 1977
RE | RCE | RME | RTE | ROE
U.E | | | ROC | RFE

August 23, 1977

TO Phil Stearns
Region 2 Federal Aid Engineer

FROM R. H. Prange
Local Projects Manager

SUBJECT Consultant Agreement
Safer Off-System Project
City of Harrisburg

We have reviewed the Consultant Agreement between the Schaudt, Stemm & Walter Inc. and the City of Harrisburg relative to the city's Safer Off-Systems project. The agreement is being returned for revision with the following comments:

1. The agreement form is apparently a copy of our form and is therefore correct.

2. Exhibit "A" should be broken down into two sets of estimates; one for Preliminary Engineering and one for Construction Engineering.

3. The $500 item for Outside Consultant should be clarified. A breakdown of the outside consultants charges and the services he is to perform should be shown separately.

4. The consultant selection process must be documented by the City of Harrisburg. If the city has retained this particular consultant on a regular basis, it should be indicated in writing that a separate retainer agreement or contract has been in force for a period of time. We will need a copy of that contract so that Finance can audit the city's selection procedures.

GZ:dmc

8833

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
ALETA J. SIMMONS
SUPT. OF PUBLIC WORKS
DELBERT BURK
FIRE CHIEF,
HENRY HANF

City of Harrisburg

P.O. BOX 378
HARRISBURG, ORE. 97446

MAYOR, BILLY F. MORGAN
COUNCILMEN
DON C. JENSEN
MARTHA WOODS
ROBERT BIEGLER
CHARLES R. PEPPARD
PRESTON H. GORDON
LARRY A. ISOM

August 19, 1977

REGION 2 ENGINEER
RECEIVED
ROE
RFE
MISC. CONTRACTS and AGREEMENTS No. 9536
PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
OCT 25 1977
TAA [signature] File: PM FA LG OP

Mr. Phillip O. Stearns
Region II Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

After talking with you on the telephone today, I find that the Consultant Agreement has been submitted by Mr. Ray V. Walter, City Engineer, for the "Off-Systems Road Project" for the city of Harrisburg. A copy of the city's Resolution No. 223 authorizing the Mayor and City Recorder to enter into the Consultant Agreement was also submitted with the construction-finance agreement.

In order to justify the city's decision to hire the firm of Schaudt, Stemm, & Walter, Inc. for engineering the above proposed project, it appears that the firm has been engaged for doing enineering services on several of the city projects for many years, and the city thus far has been satisfied with the work done in the past. Therefore, because of the familiarity with the city, the needs of improvements, and the satisfaction of work performed, it does not seem feasible to select a consulting engineering firm other than that which we now have.

Please let me know at your earliest opportunity what the next step of procedure on the project is so that I can get it before the council, hopefully at the meeting on August 24, 1977.

Thank you for your assistance.

Sincerely,

Aleta J. Simmons

Aleta J. Simmons
City Recorder

cc; Schaudt, Stemm, & Walter, Inc.

8833

August 18, 1977

City of Harrisburg
City Hall
Harrisburg, OR 97446

Attention: Aleta J. Simmons
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6237

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning various city streets in the City of Harrisburg.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

lkr

Enclosure

bc: Don Harwell (agreement attached)

8833

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

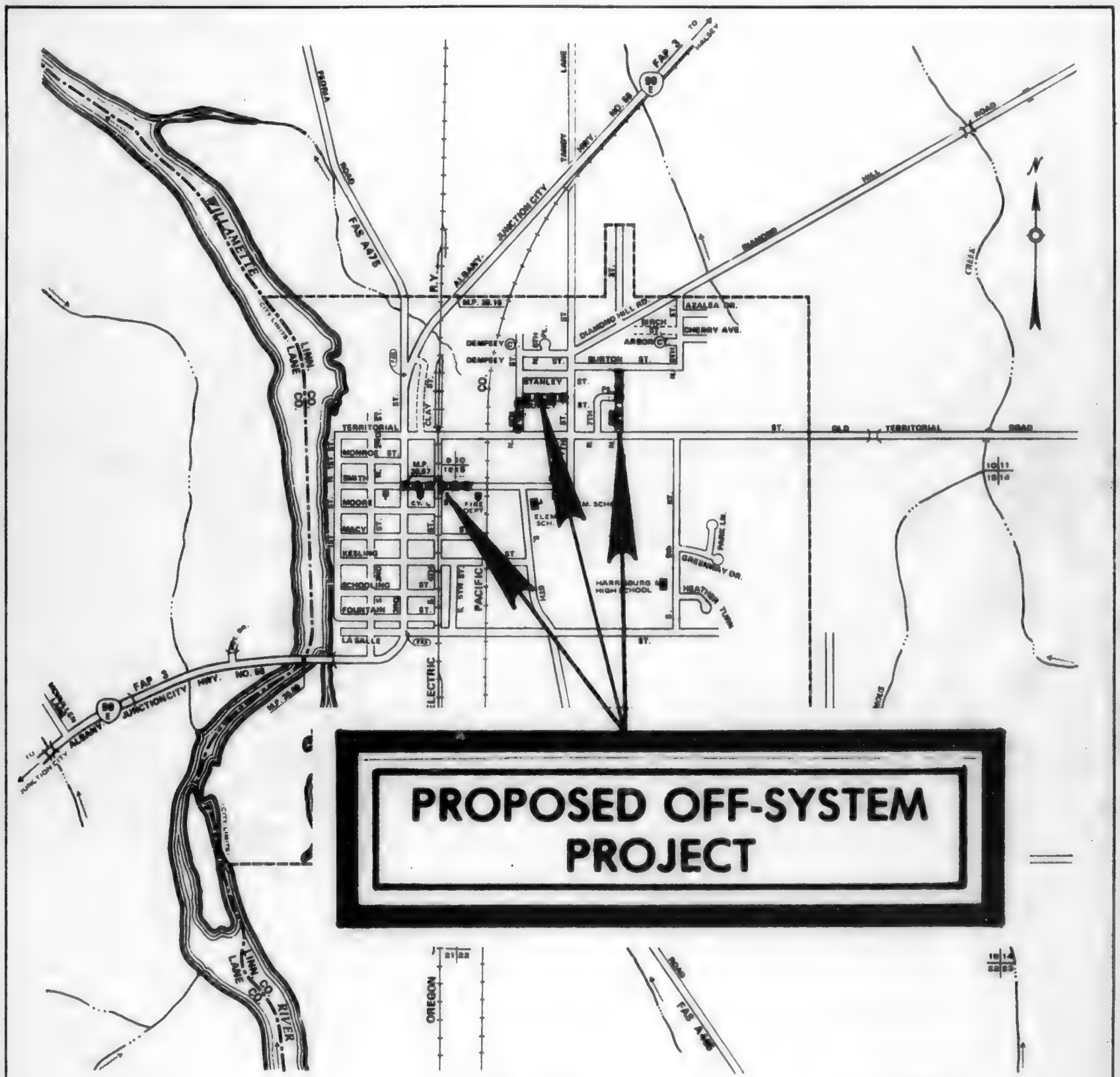
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

CITY OF HARRISBURG
Proposed SOS-R Project

Various City Streets (Harrisburg)
Grade and Pave
0.51 miles
$83,000

This project consists of widening and improving sections of 6th, 8th, Quincy and Smith Streets to provide a 36-foot curbed section.

The City will engage a consultant to perform preliminary and construction engineering.



Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310

8833

6-29-77

RESOLUTION NO. 333

BE IT RESOLVED by the City Council of the City of Harrisburg, Oregon, that the Mayor and City Recorder be and they are hereby authorized and directed to enter into a Consultant Agreement for engineering services with the firm of Schaudt, Stemm & Walter, Inc., an Oregon Corporation, on behalf of the city, the said agreement is for engineering of the overlay on Smith Street from 3rd to 5th Street, and construction of 8th Street from Territorial to Burton Street, 6th Street from Quincy Street to Territorial Street, and Quincy Street from 6th Street to 7th Street as part of the State of Oregon "Off-System Road Program."

Adopted by the Council this 29th day of June, 1977.

Approved by the Mayor this 29th day of June, 1977.

Billy F. [illegible]
Mayor

Certified by the Recorder this 29th day of June, 1977.

Alice J. [illegible]
City Recorder

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 22 1977
File: PM FA
TAA [illegible] LG OP

8833

OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LEG7-.4-7

Salem, Oregon

October 8, 1976

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Revised Application
Safer Off-system Program
City of Harrisburg

TO: George N. Hopkins
PROGRAM DEVELOPMENT ENGINEER

Attached is the revised Project Request form for the City of Harrisburg off-system project.

The project has Commission approval. NO The revised form includes streets not on the original application and excludes 6th Place which has been completed with City funds.

7-20-77
ASSESSMENT TO
POTTER

POS/lea

MAINOR. GARY

RECEIVED
COUNTY & CITY SECTION
OCT 11 1976

PROJECT MANAGEMENT
OCT 11 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Sig | Disc

FEDERAL AID PROJECT REQUEST

Date September 15, 1976

Applicant Agency CITY OF HARRISBURG
Request for: Off-System X, FAS-C ____, FAUS ____ Project
Federal Aid Route No. ____ Route Name ____
Project Name Street Improvements

Project Length 2710 feet Project Location (Attach sketch map)
Project Description The project is for an overlay on Smith Street from 3rd to 5th Avenue, paving of 8th Street from Territorial to Burton Street, paving of 6th Street from Territorial to Quincy Street, and paving Quincy Street from 6th to 7th Street.

Average Daily Traffic 50-250 Design Speed 25MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes 2 ✓ Shoulders 2 feet
Medians none Parking ____
Sidewalks none
Remarks Old oil mat rural street except for Smith which has curb and gutters and needs a crown and overlay.

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 Travel Lanes 2 Shoulders none
Medians none Parking 2 - 8 ft.
Curbed yes Length Curb Radii 16 feet
Sidewalk/Bikeway None
Remarks City's present standard residential street improvement.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

RECEIVED
COUNTY & CITY SECTION
OCT 11 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Normal Stop Signs

2. **Proposed Signalization:**

Location _____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks None required

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location _____
Type _____

Remarks There is no additional proposal on these streets.

V. STRUCTURE DATA

1. **Existing Structure:** NONE

Location ~~8th Street, 6th Street, and Quincy Street.~~
Type ~~Bit mat~~
Approach Roadway Width ~~20 feet~~ Shoulder Width ~~2 ft. maximum~~
Length ~~1500 feet~~ Width _____
To remain in place? ~~None except on Smith Street~~

2. **Proposed Structure:**

Location ~~8th Street~~, ~~6th Street, and Quincy Street~~

Approximate Size: Length ~~1500 feet~~ Width ~~36 feet~~

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Standard street improvements in residential area.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Oregon Electric

Existing Crossing Protection Signals

2. Will existing railroad crossing be altered? No

Remarks Railroad crosses Smith Street only. Overlay will be to the crossing but the crossing will not be part of project.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Recorder Office
2. Environmental — City Recorder Office
3. Public Hearing — City Recorder Office

Remarks All contacts should be made through the City Recorder at City Hall.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~Al~~ 72,250
Right-of-way costs (if participating)	None
Traffic control	None
Illumination	None
Structures	~~72,250~~
Railroad	None
Other Inspection	7 225
Preliminary engineering	3,615
PROJECT TOTAL	$ 83,090

Remarks Engineering design and City inspection to be done by Schaudt, Stemm & Walter, Inc., Consulting Engineer, 388 High Street, Eugene, Oregon. City will pay 100% costs over $75,000.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF HARRISBURG and/or _____ COUNTY

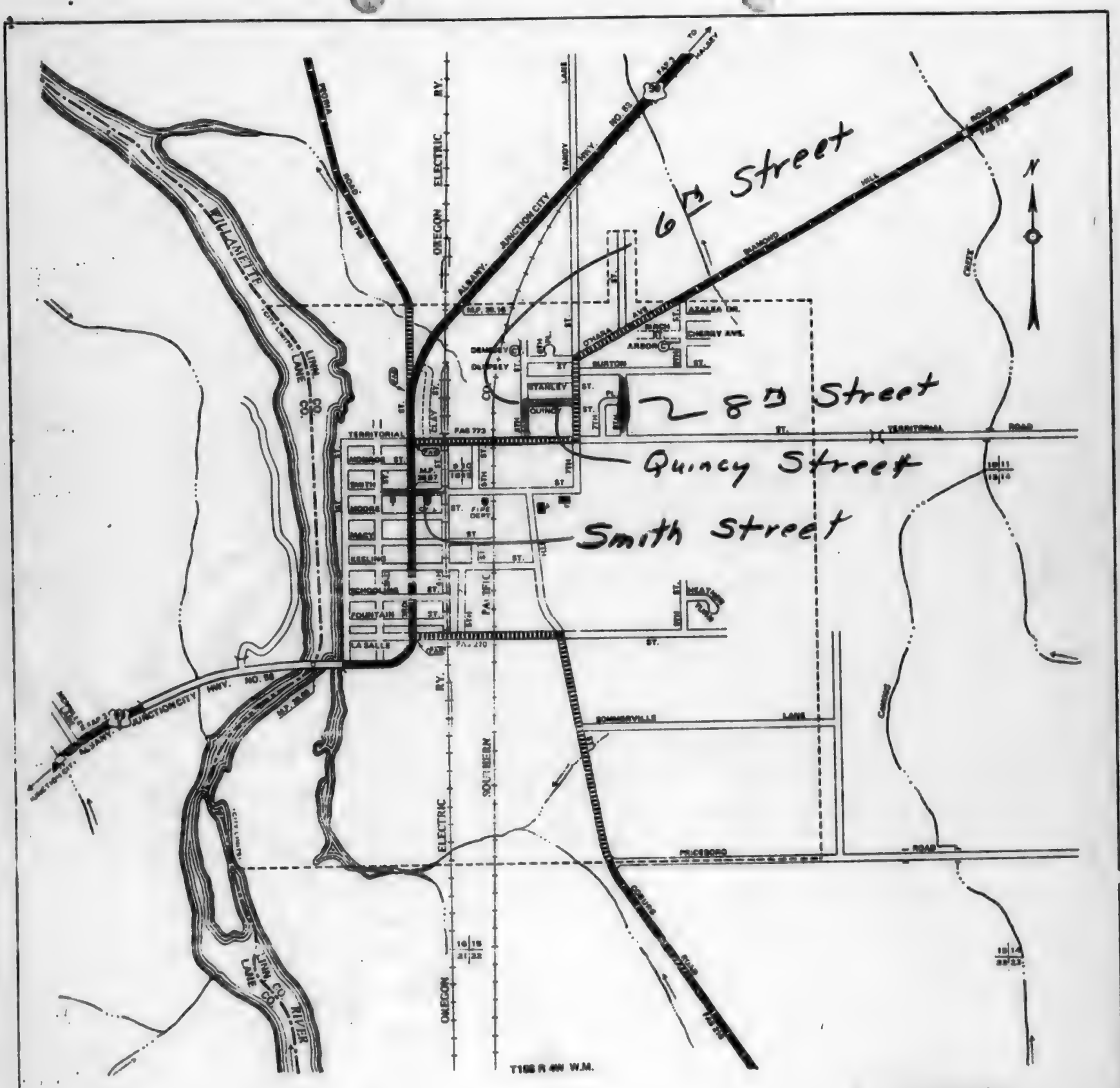
By Billy F. Allgyer

By _____

By _____

By _____

By _____



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

HARRISBURG

LINN COUNTY, OREGON

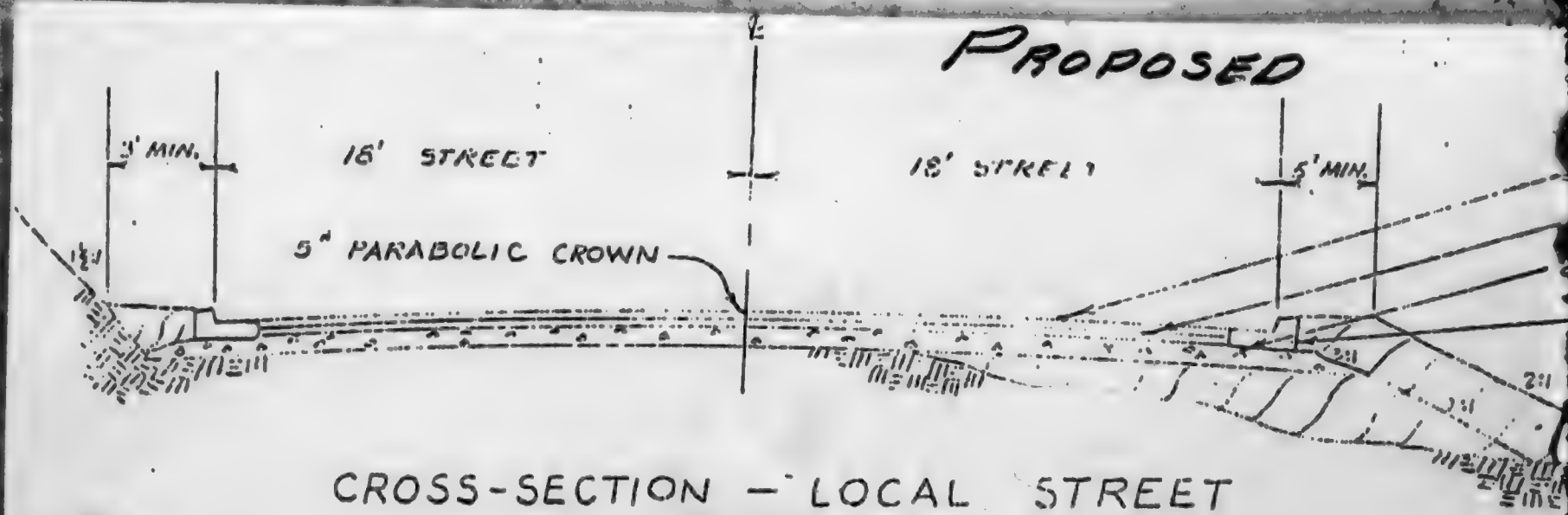
Population 1250 (EST.)

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised September 1970

PROPOSED

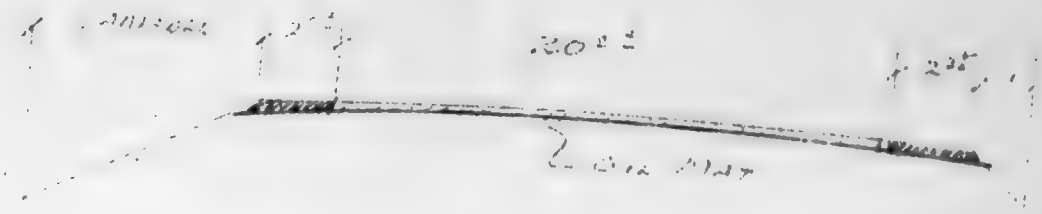


CROSS-SECTION — LOCAL STREET
NO SCALE

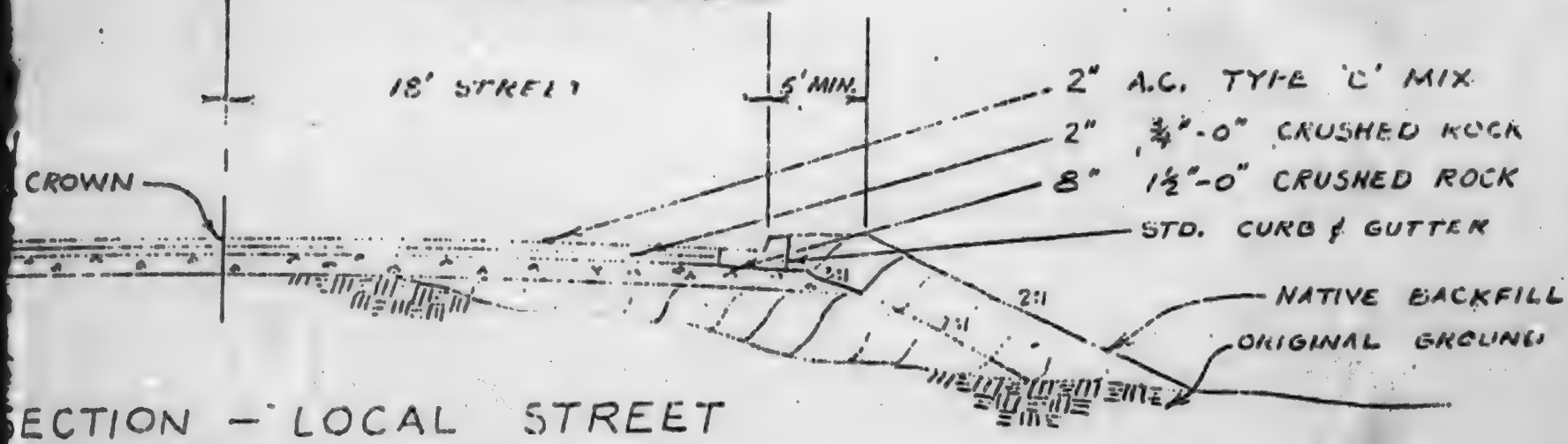
NOTE:

ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THAT SPECIFIED IN THE 1974 EDITION OF THE OREGON STATE HIGHWAY STANDARD SPEC'S FOR HIGHWAY CONSTRUCTION.

EXISTING



PROPOSED

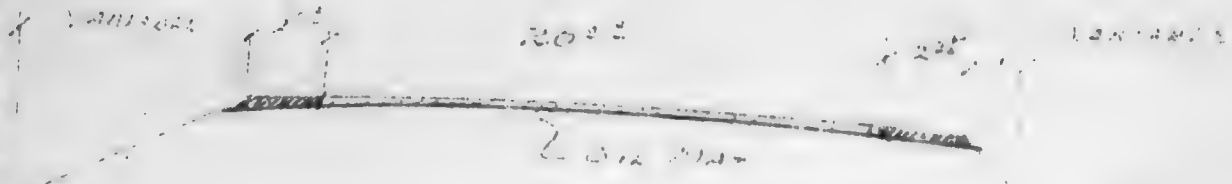


SECTION — LOCAL STREET
NO SCALE

E:

ATERIALS AND WORKMANSHIP
CONFORM TO THAT SPECIFIED
1974 EDITION OF THE OREGON
HIGHWAY STANDARD SPEC'S
IGHWAY CONSTRUCTION.

EXISTING



8833

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

September 9, 1976

Robert Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

Aleta J. Simmons
CITY RECORDER
City Hall
Harrisburg, OR 97446

Dear Mrs. Simmons:

This is to confirm our phone conversation this date regarding your application for a project to be funded by the Off-System Program.

You may add 8th Street and Quincy Street providing you stay within the $75,000 allocation limit. Any costs above this figure will be 100 percent City responsibility. I have enclosed forms for you to complete and return to me.

Also you may expect the project to be funded early after October 1, 1976. Your project is number 6 on the list and we are waiting for appropriation of funds for the 1976 Highway Act.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien

8833

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 20, 1975

Honorable Billy F. Morgan
Mayor
City of Harrisburg
City Hall
Harrisburg, Oregon 97446

Dear Mayor Morgan:

We wish to acknowledge receipt of your Off-System Roads project application which we received August 1, 1975.

As stipulated in the interim guidelines for the Off-System Roads Program, funds for city and road district projects shall be available on a $100,000-per-county basis. Priorities are established in the order in which applications are received. The city allotment for Linn County has been reserved for use by the City of Scio.

First round project request applications have been received to date in excess of available funds. We will, however, place your request on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

L. W. RULIEN
Project Management Engineer

By
George N. Hopkins
Project Development Engineer

MCH:scr

8833

OSR
Harrisburg

schaudt, stemm & walter INC.
CONSULTING ENGINEERS,
SURVEYORS AND PLANNERS
503/485-8383 388 High Street Eugene, Oregon 97401

July 30, 1975

Mr Robert H. Prange
Rural Engineer
County-City Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: OSR Project
City of Harrisburg

Dear Sir:

We are enclosing herewith the completed forms which were provided July 24, 1975.

The City of Harrisburg requests financial assistance in overlaying Smith Street from 3rd to 4th Street and the surfacing of a Cul-de-Sac of Dempsey Street at 6th Place as shown on the map included. They wish to comply with the Off-System Roads Program and obtain 78% project cost assistance.

Smith Street is a side street off Highway 99E in front of City Hall. The street is paved and has curbs and gutters but is in need of an overlay before the street structure is lost because of traffic loading.

The 6th Place Cul-De-Sac is a street that was started but not completed which needs an asphaltic concrete surfacing. The base rock, curbs and gutters, and underground utilities were constructed but the project was never completed because of lack of funds. The work proposed is to go in and restore and reshape the base course and pave it with a two inch lift of asphaltic concrete.

Competitive bids would be obtained for both streets under one contract.

Your consideration and approval of this project at the earliest possible date would be greatly appreciated.

Very truly yours,
SCHAUDT, STEMM & WALTER, INC.

Ray V. Walter

cc: City of Harrisburg

RECEIVED
COUNTY & CITY SECTION
AUG 1 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPS ☐

Copy To: Phil Stearns
8/7/75
No. 30

City Street OSR

~~COUNTY ROAD~~ ~~SECTION~~ PROJECT REQUEST

Name of ~~County~~ City Harrisburg ~~XXXXXX~~ Date July

City Road Name 6th Place Cul-de-Sac

~~Section Name~~ Smith Street - 3rd through 5th.

Type of Project New Street Construction and overlay

Location of Project (Attach sketch map) See attached map

ADT _____ Design Speed 25 MPH

Is this request for county bridge design only? Yes _____ No X

county FAS bridge design? Yes _____ No X

Will County hire consultant for this project? Yes _____ No _____

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A/C Total Travel Width _____
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type _____ Width Each Side _____
   (AC, Pug Cold Mix, Oil Mat) Total Top Width _____

3. Grading & Drainage:
   By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes _____ No X
   Will it be furnished? Yes X No _____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract X

8. Clearing:
   By County _____ County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes _____ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Curb and Gutters are constructed on both Streets
   Width between curbs 32 min

RECEIVED
COUNTY & CITY SECTION
AUG 1 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ DE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway -- ft.
What type of surface treatment is desired --
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used? Curb
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will ~~County~~ City adjust structure to new grade? N/A Yes____ No____

14. Will ~~County~~ City adjust structure to additional width? N/A Yes____ No____

15. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does ~~County~~ City wish rounding of cutbanks? Yes____ No X

17. Does ~~County~~ City wish sight posts installed? Yes____ No X

18. Does ~~County~~ City wish State to permanently stripe project? Yes____ No X

19. Will ~~County~~ City do striping? Yes X No____

20. Does ~~County~~ City wish guardrail installed? Yes____ No X

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does ~~County~~ City wish permanent erosion control? Yes____ No X
By seeding and mulching Yes____ No____
By rock blanket Yes____ No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No____

23. Can through traffic be detoured? Yes X No____

24. Must new detour be constructed? Yes____ No X

25. Will detour be constructed and maintained by City? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes X No____

27. Will City sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I: The City of Harrisburg which is assisted under the Off System Road Program to overlay Smith Street and place the A/C surfacing on the 6th Street Cul-de-Sac which already has base rock and curb and gutter constructed.

II. BRIDGE PROJECT DATA - There is not a bridge on or needs for this project.

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____
_____
_____

10. Foundation Testing: By County? Yes_____No_____
By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes _____ No _____
   By Consultant? Yes _____ No _____
   By ~~County~~ City? Yes X No _____, City
   (NOTE: a. If project is cancelled, ~~county~~ must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does ~~County~~ City have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No _____
   By Consultant? Yes X No _____
   By ~~County~~ City? Yes _____ No _____

4. Does ~~County~~ City desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does ~~County~~ City desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

The City of Harrisburg will survey the project and prepare all drawings which will be considered part of the project

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 50

2. Is any additional right-of-way needed? Yes_____ No X (If answer is Yes, a hearing must be offered)

3. Will ~~County~~ City acquire r/w and have State review negotiations? Yes____ No X

4. Should State negotiate & acquire right-of-way in behalf of ~~XXXXXX~~? City? Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No X

10. Is a hearing necessary? Yes_____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
    If yes, give type and name of utility company: Water and Sewer - City of Harrisburg, electricity - P.P. & L., Northwest Natural Gas Co: gas.

13. Are utilities on existing right-of-way by permit _____ or by franchise X
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes X No_____

16. Name of Railroad Oregon Electric

17. Number of tracks: Mainline 1 Siding _____ Total _____

18. Sight Distance: one mile (Left) one mile (Right)

19. Number of Trains: Passenger 0 Speed _____
Freight 2 Speed 30 mph

20. Angle of Intersection: 90°

21. Type of Existing Crossing: Grade X
Overcrossing _____
Undercrossing _____.

22. Existing Protection:
Advance warning signs _____ Automatic flashing X Stop signs X
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: No Change

24. Are there to be stopping lanes for buses and trucks, etc.
Yes _____ No X

25. Will railroad crossing be altered: Yes _____ No X
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes X No _____
By ~~County~~ City? Yes _____ No X
By State at ~~County~~ City expense? Yes _____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No X
By ~~County~~ City? Yes _____ No X
By State at ~~County~~ City expense? Yes _____ No XX

28. Does ~~County~~ City wish State to prepare P.U.C. hearing data? Yes X / No _____ if required

29. Will P.U.C. application be made by State X or County _____?
(NOTE: ~~County~~ City must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV The City now has all the Right-of-Way and the Utilities in the Right-of-Way are City owned or under a franchise.

V. **MATERIAL SOURCES DATA**

1. Gravel X Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V All materials to be furnished by Contractor from the Contractor's sources.

VI. **FINANCIAL DATA**

1. Estimated Cost: $ ~~7,300.00~~ 25,000.00

2. Available FAS Funds $ --

3. Does ~~County~~ City wish advancement of future Federal funds? Yes ____ No ____
   Amount _____

4. Date match money is available current

5. Will there be any 100% ~~County~~ City money? Yes ____ No X

6. Maximum amount of 100% ~~County~~ City money available: $ None

7. Date ~~County~~ City requests letting: as soon as possible.

Remarks, re Section VI . The City requests assistance in funding this work this year if possible.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

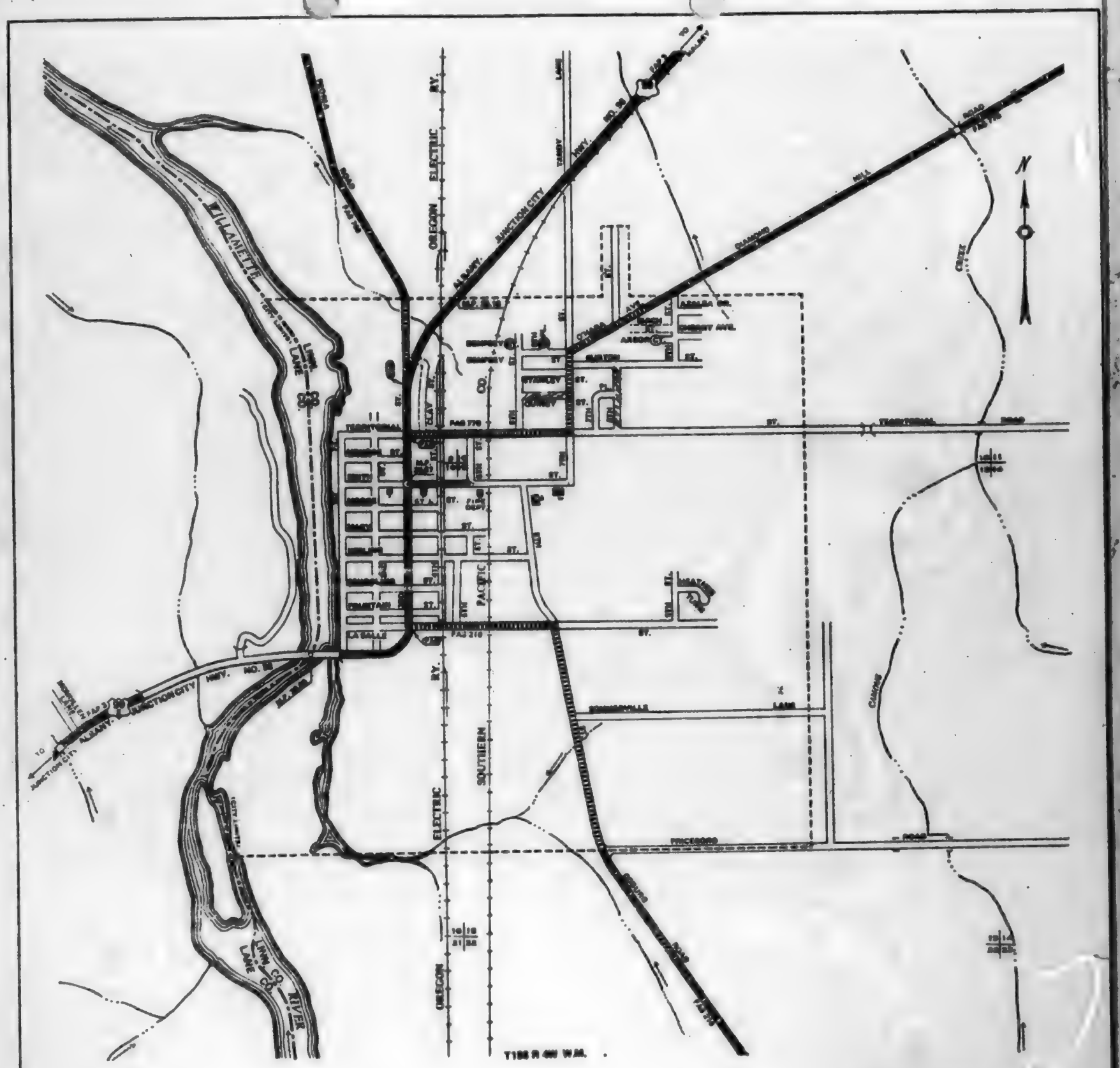
By _____
County Commissioner

_____
O.S.H.D. Field Engineer

By _____
County Engineer or Roadmaster

Date _____

~~County~~ City Alta J. Simmons
Date 7/31/75 City Recorder



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

HARRISBURG

LINN COUNTY, OREGON

Population 1280 (EST.)

Scale in Feet

Revised September 1970

.1978 Jordan Valley Rock 8834
.Prod. N. of Jordan Valley

8834

July 19, 1979

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8834 awarded to Bryan C. Rambo Crushing Co. for the Jordan Valley Rock Production Project on the I.O.N. Highway in Malheur County was completed on May 21, 1979, and accepted by the State Highway Engineer on July 17, 1979.

Final payment in the amount of $5,166.76 will be released to the contractor after July 24, 1979. The total contract amount is $103,335.20 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Bryan C. Rambo Crushing Co.
Rt. 3, Box 5695
Nampa, ID 93651

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8834

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jordan Valley		WEEK ENDING: June 30, 1979
		SECTION PREFIX: 23-8332
HIGHWAY: I. O. N.		COUNTY: Malheur
NAME OF JOB: Jordan Valley	KIND OF WORK: Rock Production	
CONTRACTOR: Bryan C. Rambo Crushing Company	CONTRACT NUMBER: 8834	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: October 31, 1978	DATE WORK STARTED: March 16, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: April 30, 1979	PERCENT OF TIME ELAPSED: 112
PROJECT AUTHORIZATION: $ 108,775.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 99,275.00	ENGINEERING AUTHORIZATION $ 9,500.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 103,335.20	ENGINEERING COST TO DATE $ 3,561.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 4 %	PERCENT OF AUTHORIZATION 37 %	DATE PROJECT WAS COMPLETED: May 21, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			~~10,000 cy~~		
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			10,937 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,937 cy		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Pt. Cloudy	0		
MONDAY 25	Pt. Cloudy	0		
TUESDAY 26	Pt. Cloudy	0		
WEDNESDAY 27	Fair	0		
THURSDAY 28	Fair	0		
FRIDAY 30				
SATURDAY				

RECEIVED
JUL 2 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity. Project completed.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final data summited to Region on Wednesday.

RECEIVED
JUL 2 1979
CONSTRUCTION
BRANCH

SIGNED Thomas E Burnie LOCATION Ontario
for: P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8834

June 26, 1979

Bryan C. Rambo Crushing Co.
Cherry Lane
Nampa, Idaho 83651

Gentlemen:

Time Extension Request
Jordan Valley Rock Production
Contract No. 8834

Your request for an extension of time on the above project has been carefully reviewed and a time extension of 13½ days has been granted. Six and one-half calendar days are granted for diesel fuel shortage delays and seven calendar days are granted for weather delays.

Should you have further questions in this matter, please feel free to contact the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:lt jh
bc: C. T. Keasey
W. E. Schwartz
P. F. Burnett
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 21, 1979

RECEIVED STATE HWY ENGR
JUN 25'79
FILE:
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Jordan Valley Rock Production
Contract No. 8834

TO: H. S. Coulter
State Highway Engineer

The contractor on the above project, Bryan C. Rambo Crushing Co., has requested an increase of 19 calendar days in which to complete the contract. His request is based on a shortage of diesel fuel (11 calendar days) and on unseasonable weather (8 calendar days). Significant contract times are as follows: Contract awarded, October 31, 1978; specified completion date, April 30, 1979; actual completion, May 21, 1979.

Fuel shortage delays are claimed by the contractor the last week in March and from April 27 through May 2nd. The contractor claims he was only able to obtain 700 gallons of diesel fuel during the last week of March and no diesel fuel at all from noon April 27 through May 2nd. He estimates that the 700 gallons available in March would run his plant approximately one shift. In review, the records for this project indicate the contractor was setting up his crushing plant until March 29, at which time he started crushing operations. Assuming the contractor's statement of the fuel demands of his plant to be correct, he would then have been prevented from reasonably full crushing operations on Friday, March 30. Further evaluation of the project records indicates no contract activity on April 30, May 1, and May 2. The contractor claims he ran out of fuel at noon on April 27. It is apparent that the contractor did incur delays due to a shortage of diesel fuel and the project records would indicate this delay to amount to 4-1/2 work days. It is therefore recommended that a 6-1/2 (4.5 x 1.4) calendar day time extension be granted for this reason.

The contractor maintains that the weather during the spring of 1979 was extremely unnormal and requests additional time in the amount of 8 calendar days. In review, the project records indicate that the contractor was unable to work the entire week of April 9 through April 13 due to rain and wet conditions. With the exception of this one week time period, the remaining weather on the project from March 15, when work started, until May 21, when the project was completed, would appear to be normal for the season of the year, with showers occurring a few days, a great number of days being overcast, and the contractor's crushing operation being actually shut down for three days from May 7 through May 9. I would agree with the contractor that a full week lost to rain and wet conditions on a rock job in Jordan Valley is "reasonably unpredictable" and therefore recommend that the contractor be granted 7 calendar days due to weather conditions.

In summary, it is recommended that the contractor be granted 6-1/2 days plus 7 days for a total time extension of 13-1/2 calendar days. This will leave 7-1/2 days of liquidated damages in effect on this contract. This is a State project, a rough draft letter to the contractor is enclosed.

OBJ:lt
Enc.
cc: W. E. Schwartz
P. F. Burnett

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 25 May, 19 79

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from April 30 days to 19 May 1979 days, within which to complete our Contract No. 8834, without the assessment of liquidated damages. The said contract is described as follows:

Jordan Valley Rock Production

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

26 March—2April	Lack of Diesel (only 700 gal. for entire week)
9 April— 13 April	Rain and Snow continuous for entire Week
27 April—3 May	No fuel available

Respectfully submitted,

Bryan C. Rambo Crushing Co.
Contractor

By .....

CONSENT OF SURETY

Date May 25, 19 79

We, United States Fidelity Guaranty Co

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Clyde R. Keithly
Attorney-in-fact

(SEAL)

Clyde R. Keithly
Resident Agent
Oregon Broker

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8834 Contractor Bryan C. Rambo Crushing Co.

Highway I ON

Section Jordan Valley

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED.** The reasons for such recommendation are as follows:

Fuel Shortage: 6-1/2 calendar days
Weather 7 calendar days

Total Granted: 13-1/2 calendar days

Recommended for Approval:

[redacted]

O. B. Jahnsen
For Construction Engineer or [redacted]

J. S. Coulter
State Highway Engineer

Contract No. 8834

Project designation State (State-Federal)

Date awarded Oct. 31, 1978

Work started March 16, 1979

Per cent completed 100

Specified completion date (Date) [redacted] April 30, 1979

No. of Workdays Used May 23, 1979

No. of Added Workdays Requested 13

TELEPHONE 466-5195

BRYAN C. RAMBO CRUSHING CO.
CHERRY LANE ROUTE 5
NAMPA, IDAHO 83651

25 May 1979

P. F. Burnett
Resident Engineer
Oregon State Highway Div.
802 E Idaho Ave.
Ontario, Oregon 97914

Dear Sir:

Enclosed are five copies of " Contractors Request for Increase in Number of Workdays to Complete Construction Contract".

As previously stated we recieved the Contract(No. 8834) Oct. 31, 1978. Careful consideration was given to selecting the optimum construction time. Looking back at former years the month of November is risky and December is usually in-operable in this area. However, the month of March recorded good production and so did most of April. This year was different. Some type of moisture fell almost every day from mid-Nov. to the 15th of March, 1979. We thought we could get on the job the last of Feb. but the road to the site was impossible until the middle of March. If we had started in Oct. 1978, we probably would not have finished in time and the Plant would have been trapped.

As it is we only ran over nineteen days and that overrun did not compromise the State Maintenance Section. We had plenty of rock ready when they were ready. I'm sure that the local maintenance people did not think we held them up.

Fuel shortage became a real live monster. The last week of March the allotments ran out and we recieved only 700 gal. Diesel for the entire week. Seven hundred gallons gives us about eight hours operation. On the 27th of April (end of the allotment period again) we ran out of fuel before noon. I tried every major supplier from Jordan Valley to Ontario and all the local suppliers. On the first of May contracted for 3500 gal. but had to haul the fuel to the job ourselves. Had to repair and mount our own tank as no one would haul that amount. Arrived with fuel the 2nd of May in the evening.

Weather became a realproblem and the product was certainly affected by moisture. The entire Week 9th April to 13th was an entire wipe-out. Snow and rain for an entire week on this semi-arrid plateau this time of year is not normal. Also, may storms hit us on other dates, the 18th, 23rd and 27th. When a storm wet the pit we had to wait at least a day or more for the surface to dry. Otherwise the great amount of dirt in the material would stick to the face of the incoming rock. Also, the stockpile Cat would track mud into the stock-pile. We gave careful consideration to this and did not operate under marginal conditions.

This request for an extension of time is a direct result from conditions beyond our control. As stated before, if we had just half the days alloted (with clear skies) we would have finished on time. The shortage of fuel and this years abnormal weather stopped a high production plant. Please consider our request for an extension of time.

Very truly yours,

Bryan C. Rambo

Bryan C. Rambo

#8834

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 30, 1978

Bryan C. Rambo Crushing Co.
Rt. 3, Box 5693
Nampa, ID 93651

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8834 for the Jordan Valley Rock Production Project on the I.O.N. Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3439
Portland, OR 97208

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
P. F. Burnett

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

IN REPLY REFER TO
FILE NO:

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1978

Mr. Clyde R. Keithly
Brandt Agency
215 11th Avenue South
Nampa, ID 83651

Dear Mr. Keithly:

On Contract No. 8834 awarded to Bryan C. Rambo Crushing Co., the State Insurance Division has notified us that they cannot approve you signing as Attorney-in-Fact for United States Fidelity & Guaranty Company as there is no Power of Attorney on file for you.

We cannot accept a Power of Attorney sent to us. All our contracts are cleared through the Insurance Division as to authority of the Attorney-in-Fact.

Please ask United States Fidelity & Guaranty Company to file a Power of Attorney for you with the Insurance Division, 158 - 12th Street N.E., Salem, OR 97310. There is a registration fee of $5.

If they do not wish to file a Power of Attorney, please ask them to have someone sign who has proper authorization and return the two copies of this contract to our office (121 Transportation Building, Salem, OR 97310).

Very truly yours,

C. M. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
NOV 28 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

dda
Enclosures

cc Bryan C. Rambo Crushing Co.
Rt. 5, Box 5695
Nampa, ID 83651

RECEIVED
NOV 27 1978
U. S. F. & G. CO.
BOND DEPT.

SEE ATTACHED SIGNED BY JOHN D. KLUMP, JR. AS ATTORNEY-IN-FACT.

FORM 731-0027

BRANDT AGENCY

Insurance - Loans - Real Estate

PHONE 466-7821

218 11TH AVENUE SOUTH

NAMPA, IDAHO 83651

November 7, 1978

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

Bryan C. Rambo asked me to forward on to you the enclosed two state contracts, #23-8332. I assume you will return one signed copy right away as my bonding company desires to hold a signed copy.

Sincerely,

BRANDT AGENCY

Clyde R. Keithly

Clyde R. Keithly

CRK:pr
Encl.

RECEIVED
NOV 9 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8834

November 1, 1978

Bryan C. Rambo Crushing Co.
Rt. 5, Box 5695
Nampa, ID 93651

Gentlemen:

Enclosed are three copies of Contract No. 8834 awarded to you on October 31, 1978, for the Jordan Valley Rock Production Project on the I.O.N. Highway in Malheur County in the amount of $95,000.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is April 30, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
Wendell Schwartz
P. F. Burnett

8834

Malheur

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/12/78
Donald L Rout

10-26-78 Bid Letting _____ All Clear Deadline

SECTION Jordan Valley Rock Prod.
Highway _____
County Malheur Co. Region _____
Type of Work _____ Funds _____
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS						
Negative Declaration						N/A State Funds
Project Assessment						
Write-off Letter						
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X			X	Permit applied for
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

1978 Powell Blvd. @ 162 8835
& Sandy @ 122 & 162.
(traffic signals)

CXA 6461 & 6462 5-8-78

RR 970 2-26-79

CXA 6464 – 5-8-78

8835

(MEMORANDUM)

126-1901

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO. 126-1001

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

3-9-82

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD FROM

TO 2/27/78

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. TOM-2966(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 6,782.00	$ 6,782.00	85.00%	$ 5,818.96	$ 5,818.96	$ 0.00
34,256.55	34,224.55	85.77%	29,354.40	29,354.40	0.00
$41,038.55	$41,006.55	85.77%	$35,173.36	$35,173.36	$ 0.00

RECEIVED DIVISION OFFICE

BY DATE

DIVISION OFFICE REVIEW MADE

BY DATE

PASSED FOR PAYMENT

BY DATE

REMARKS

Oregon 8/19/82 V.E. Skeen, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Sandy Blvd. at 162nd Ave. N.E. Portland Highway Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State		All Required		$ 6,782.00	
	Construction					
	Type Code YC31					
	Formal Contract Payment Summary		Lump Sum		29,128.16	
SFO	#2 Paint permanent pavement traffic line-State		All Required		574.30	
SFO	#4 Remove & Build new curbs and pave shoulders					
	State		All Required		896.06	
	Total Participating Construction				$30,598.52	
	Construction Engineering					
	State		All Required		3,581.37	
	Misc. Project Cost					
	EEO Monitoring Expense		All Required		44.66	
	Total Participating Project Cost				$41,006.55	
	Nonparticipating Project Cost					
	Interest on Final Payments		All Required		24.34	
	Construction Engineering		All Required		7.66	
	Total Nonparticipating Project Cost				$ 32.00	
	Total Project Cost				$41,038.55	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/19/82.					

AMOUNT CARRIED FORWARD

POWELL BLVD & SANDY BLVD CONT NO 8835 * FA PROJ NOS TQM 9966001 27 TQM 9966002 37 TQF 0024016 36

126	1001	201	00	P	1			22
126	1001	201	00	P	2			29
126	1001	201	0C	P	3			2
126	1001	201	00	N	1			
126	1001	206	00	N	1			
126	1001	206	00	N	2			
126	1001	206	00	N	3			
126	1001	220	04	P	2	6.74CR		
126	1001	220	04	N	1	6.74		1
126	1001	270	02	P	1	12.90		
126	1001	270	02	P	2			
126	1001	270	02	P	3			
126	1001	270	04	P	2	6.74		
126	1001	270	04	N	1	6.74CR		
126	1001	290	03	N	1			
126	1001	296	00	N	9	172.17CR		79
126	1001	298	00	N	9	172.17		79
126	1001	900	00	P	1	355.64CR		3
126	1001	900	00	P	2			

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAN TO
	126	1001	900	00	P	3			
	126	1001	900	00	N	1		342.74	
	126	1001	900	00	N	2			
	126	1001	900	00	N	3			
	126	1001	920	00	P	1			
	126	1001	920	00	P	2			
	126	1001	920	00	P	3			
	126	1001	944	00	P	1			
	126	1001	944	00	P	2			
	126	1001	944	00	P	3			
	126	1001	945	00	P	1			
	126	1001	945	00	P	2			
	126	1001	945	00	P	3			
	126	1001	948	00	P	1		34.24	
	126	1001	948	00	P	2			
	126	1001	985	00	P	1			
	126	1001	985	00	P	2			
	126	1001	985	00	P	3			
			TOT		P1			308.50CR	2
			TOT		P2				3
			TOT		P3				32
			TOT		N1			342.74	1
			TOT		N2				
			TOT		N3				
			** JOB TOTALS **				**	34.24 **	9

O 8835 * FA PROJ NOS TQM 9966001 27 TQM 9966002 37 TQF 0024016 36

	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	STATE ACTIVE BEG	STATE ACTIVE END
126	1001	201	00	P 1			22,170.82	79	80
126	1001	201	00	P 2			29,128.16	79	80
126	1001	201	00	P 3			29,178.82	79	80
126	1001	201	00	N 1			64.69	80	80
126	1001	206	00	N 1			17.77	80	82
126	1001	206	00	N 2			24.34	82	82
126	1001	206	00	N 3			23.68	82	82
126	1001	220	04	P 2	6.74CR		896.06	80	82
126	1001	220	04	N 1	6.74		1,544.00	80	82
126	1001	270	02	P 1	12.90		443.62	80	82
126	1001	270	02	P 2			574.30	80	82
126	1001	270	02	P 3			430.73	80	82
126	1001	270	04	P 2	6.74			82	82
126	1001	270	04	N 1	6.74CR			82	82
126	1001	290	03	N 1			64.69CR	80	80
126	1001	296	00	N 9	172.17CR		79,933.47CR	79	82
126	1001	298	00	N 9	172.17		79,933.47	79	82
126	1001	900	00	P 1	355.64CR		3,320.57	78	82
126	1001	900	00	P 2			3,318.17	78	80

	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	STATE ACTIVE BEG	STATE ACTIVE END
126	1001	900	00	P 3			3,228.47	78	80
126	1001	900	00	N 1		342.74	348.32	78	82
126	1001	900	00	N 2			7.66	78	78
126	1001	900	00	N 3			7.44	78	78
126	1001	920	00	P 1			22.66	79	79
126	1001	920	00	P 2			31.06	79	79
126	1001	920	00	P 3			30.23	79	79
126	1001	944	00	P 1			11.48	82	82
126	1001	944	00	P 2			15.73	82	82
126	1001	944	00	P 3			15.29	82	82
126	1001	945	00	P 1			3.22	81	81
126	1001	945	00	P 2			4.42	81	81
126	1001	945	00	P 3			4.30	81	81
126	1001	948	00	P 1		34.24	34.24	82	82
126	1001	948	00	P 2			211.99	82	82
126	1001	985	00	P 1			32.62	79	80
126	1001	985	00	P 2			44.66	79	80
126	1001	985	00	P 3			43.51	79	80
		TOT	P1			308.50CR	26,039.23		
		TOT	P2				34,224.55		
		TOT	P3				32,931.35		
		TOT	N1			342.74	1,910.09		
		TOT	N2				32.00		
		TOT	N3				31.12		
		** JOB TOTALS **			**	34.24 **	95,168.34 **		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS NOVEMBER 1982

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE
	125	1970	909	00	P	1		
	125	1970	910	00	P	1		
	125	1970	910	00	N	1		
	125	1970	911	00	P	1		
	125	1970	912	00	P	1		
	125	1970	913	00	P	1		
	125	1970	914	00	P	1		
	125	1970	918	00	P	1		
	125	1970	920	00	P	1		
	125	1970	921	00	P	1		
	125	1970	922	00	P	1		
	125	1970	923	00	P	1		
	125	1970	926	00	P	1		
	125	1970	932	00	P	1		
	125	1970	950	00	P	1		
	125	1970	950	00	N	1		
			TOT	P1				19.50
			TOT	N1				
			** JOB TOTALS **				**	19.50
NE SANDY BLV @ 162ND AVE	CONT NO		* FA PROJ NOS TQM 9966002 100					
	126	1901	296	00	N	9		
	126	1901	298	00	N	9		
	126	1901	901	00	P	1		
	126	1901	905	00	P	1		
	126	1901	911	00	P	1		
	126	1901	914	00	P	1		
	126	1901	920	00	P	1		
	126	1901	921	00	P	1		
	126	1901	922	00	P	1		
			TOT	P1				
			** JOB TOTALS **				**	
NE SANDY @ NE 122ND, PTLD	CONT NO		* FA PROJ NOS TQM 9966001 100					
	126	1902	296	00	N	9		160.1
	126	1902	298	00	N	9		160.1
	126	1902	901	00	P	1		217.3
	126	1902	905	00	P	1		
	126	1902	906	00	P	1		34.2
	126	1902	911	00	P	1		
	126	1902	914	00	P	1		
	126	1902	920	00	P	1		
	126	1902	921	00	P	1		
	126	1902	923	00	P	1		90.5
			TOT	P1				342.1
			** JOB TOTALS **				**	342.1

	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
25	1970	909	00	P	1			5,510.68	
25	1970	910	00	P	1			11,337.31	
25	1970	910	00	N	1			47.00	
25	1970	911	00	P	1			101.90	
25	1970	912	00	P	1			21.25	
25	1970	913	00	P	1			1,598.76	
25	1970	914	00	P	1			3,361.22	
25	1970	918	00	P	1			6,828.90	
25	1970	920	00	P	1			526.66	
25	1970	921	00	P	1			3,744.57	
25	1970	922	00	P	1			73.63	
25	1970	923	00	P	1			867.70	
25	1970	926	00	P	1			3,917.48	
25	1970	932	00	P	1			4.75	
25	1970	950	00	P	1			1,344.48	
25	1970	950	00	N	1			284.18	
		TOT	P1				19.50	123,777.25	
		TOT	N1					604.53	
		** JOB TOTALS **				**	19.50 **	124,381.78	**
	* FA PROJ NOS TQM 9966002 100								
26	1901	296	00	N	9				STATE
26	1901	298	00	N	9			5,818.96CR	
26	1901	901	00	P	1			5,818.96	
26	1901	905	00	P	1			2,883.88	
26	1901	911	00	P	1			177.51	
26	1901	914	00	P	1			3,117.87	
26	1901	920	00	P	1			167.68	
26	1901	921	00	P	1			68.90	
26	1901	922	00	P	1			361.88	
		TOT	P1					4.28	
		** JOB TOTALS **				**	**	6,782.00	
								6,782.00	**
	* FA PROJ NOS TQM 9966001 100								
26	1902	296	00	N	9				STATE
26	1902	298	00	N	9		160.13	4,127.87CR	
26	1902	901	00	P	1		160.13CR	4,127.87	
26	1902	905	00	P	1		217.33CR	2,474.00	
26	1902	906	00	P	1			59.82	
26	1902	911	00	P	1		34.24CR		
26	1902	914	00	P	1			1,888.81	
26	1902	920	00	P	1			94.87	
26	1902	921	00	P	1			48.90	
26	1902	923	00	P	1			244.64	
		TOT	P1				90.57CR		
		** JOB TOTALS **				**	342.14CR	4,811.04	
							342.14CR**	4,811.04	**

			APPR-010							
124-1051		PREFIX TOTALS		242,273.00	264,302.47	263,579.11		232,424.06	232,424.06	
124-1054	1	F	-0075-007	1074,205.00	1189,569.09	1184,834.60	88.18	1044,787.15	1043,750.05	
			APPR-010							
	8	F	-0075-007	6,000.00	6,041.88	6,026.14	88.18	5,313.85	5,303.37	
			APPR-010							
124-1054		PREFIX TOTALS		1080,205.00	1195,610.97	1190,860.74		1050,101.00	1049,053.42	
124-1063	1	F	-0047-014	813,426.00	889,977.17	888,536.66	88.18	783,511.63	759,284.04	
			APPR-010							
124-1064	1	BRF	-0075-008	920,436.00	1159,964.77	1158,734.68	80.00	926,987.74	920,436.00	
			APPR-118							
124-1070	1	PMS	-0075-009	7,700.00	2,239.40	1,931.40	100.00	1,931.40	1,931.40	
			APPR-140							
124-1072	1	HES	-0075-010	9,306.00	6,778.10	6,424.10	90.00	5,781.69	5,781.69	
			APPR-141							
124-1095	1#	U	-0265-012	139,583.75	165,076.27	162,685.02	85.80	139,583.75	139,583.75	
			APPR-032							
	2#	RS	-0265-012	190,995.54	225,690.49	222,605.53	85.80	190,995.54	190,995.54	
			APPR-075							
124-1095		PREFIX TOTALS		330,579.29	390,766.76	385,290.55		330,579.29	330,579.29	
125-1071	1	F	-0076-004	1293,360.00	1249,841.11	1247,743.37	88.18	1100,260.10	1100,260.10	
			APPR-010							
125-1074	1	F	-0076-006	1201,192.00	502,847.13	501,962.81	88.18	442,630.81	441,977.67	
			APPR-010							
126-1001	1#	TQM	-9966-001	22,333.85	27,949.32	26,039.23	85.77	22,333.85	22,333.85	
			APPR-124							

B01 OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	A
	2	TQM -9966-002 APPR-124	29,354.40	34,201.47	34,224.55	85.77	29,354.40	29,354.40	
	3#	TQF -0024-016 APPR-124	28,245.22	33,017.55	32,931.35	85.77	28,245.22	28,245.22	
126-1001		PREFIX TOTALS	79,933.47	95,168.34	93,195.13		79,933.47	79,933.47	
127-1001	1	BRF -0064-004 APPR-118	318,591.00	415,584.12	413,627.15	80.00	330,901.72	318,591.00	
	2	F -0064-004 APPR-010	272,114.00	286,934.00	285,608.55	88.18	251,849.62	251,849.62	
	8	BRF -0064-004 APPR-118	6,000.00	8,238.31	8,207.04	80.00	6,565.63	6,000.00	
127-1001		PREFIX TOTALS	596,705.00	710,756.43	707,442.74		589,316.97	576,440.62	
127-1002	1	SR -0124-003 APPR-079	1181,461.00	1334,596.14	1328,428.77	88.18	1171,408.49	1171,289.11	
	8	SR -0124-003 APPR-079	13,000.00	13,958.40	13,944.23	88.18	12,296.02	12,294.82	
127-1002		PREFIX TOTALS	1194,461.00	1348,554.54	1342,373.00		1183,704.51	1183,583.93	
[illegible]	[illegible]	[illegible]	8,800.00	4,124.76	3,854.76	90.00	3,469.28	3,469.28	

264,302.47	263,579.11		232,424.06	232,424.06		
1189,569.09	1184,834.60	88.18	1044,787.15	1043,750.05		1,037.10
6,041.88	6,026.14	88.18	5,313.85	5,303.37		10.48
1195,610.97	1190,860.74		1050,111.00	1049,053.42		1,047.58
889,977.17	888,536.66	88.18	783,511.63	759,284.04		24,227.59
1159,964.77	1158,734.68	80.00	926,987.74	920,436.00	6,551.74 B	
2,239.40	1,931.40	100.00	1,931.40	1,931.40		
6,778.10	6,424.10	90.00	5,781.69	5,781.69		
165,076.27	162,685.02	85.80	139,583.75	139,583.75		
225,690.49	222,605.53	85.80	190,995.54	190,995.54		
390,766.76	385,290.55		330,579.29	330,579.29		
1249,841.11	1247,743.37	88.18	1100,260.10	1100,260.10		
502,847.13	501,962.81	88.18	442,630.81	441,977.67		653.14
27,949.32	26,039.23	85.77	22,333.85	22,333.85		

OREGON STATE HIGHWAY DEPARTMENT 12/29/82
FHWA BILLING VOUCHER PAGE 26

TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
34,201.47	34,224.55	85.77	29,354.40	29,354.40		
33,017.55	32,931.35	85.77	28,245.22	28,245.22		
95,168.34	93,195.13		79,933.47	79,933.47		
415,584.12	413,627.15	80.00	330,901.72	318,591.00	12,310.72 B	
286,934.00	285,608.55	88.18	251,849.62	251,849.62		
8,238.31	8,207.04	80.00	6,565.63	6,000.00	565.63 B	
710,756.43	707,442.74		589,316.97	576,440.62	12,876.35	
1334,596.14	1328,428.77	88.18	1171,408.49	1171,289.11		119.38
13,958.40	13,944.23	88.18	12,296.02	12,294.82		1.20
1348,554.54	1342,373.00		1183,704.51	1183,583.93		120.58
4,124.76	3,854.76	90.00	3,469.28	3,469.28		

B01 OREGON STATE HIGHWAY DEPARTMENT
F.H.W.A. BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	A
124-1921 1#		HHSO-0075-002 APPR-145	4,540.41	5,044.90	5,044.90	90.00	4,540.41	4,540.41	
124-1926 1	F	-0047-017 APPR-010	57,826.00			88.15			
124-1984 1#	F	-0075-004 APPR-010	29,385.49	33,429.34	33,324.44	88.18	29,385.49	29,385.49	
124-1996 1	PMS	-0075-009 APPR-140	500.00	300.58	300.58	100.00	300.58	300.58	
124-1998 1	HES	-0075-010 APPR-141	540.00	279.86	279.86	90.00	251.87	251.87	
125-1970 1	F	-0076-003 APPR-010	109,614.00	124,381.78	123,777.25	88.18	109,146.78	109,146.78	
126-1901 1#	TQM	-9966-002 APPR-124	5,818.96	6,782.00	6,782.00	85.80	5,818.96	5,818.96	
126-1902 1#	TQM	-9966-001 APPR-124	4,127.87	4,811.04	4,811.04	85.80	4,127.87	4,127.87	
126-1903 1	XI	-9966-003 APPR-823	53,040.00	63,624.19	63,553.18	85.00	54,020.20	53,040.00	
2	XIO	-9966-003 APPR-772	13,940.00			85.00			
126-1903	PREFIX TOTALS		66,980.00	63,624.19	63,553.18		54,020.20	53,040.00	
126-1905 1	RS	-0140-001 APPR-075	17,459.00	427.47	427.47	88.18	376.94	376.94	
127-1944 1#	RS	-0224-004 APPR-075	80,091.77	93,722.65	93,347.05	85.80	80,091.77	80,091.77	
127-1946 1#	RS	-0454-004 APPR-075	13,429.10	15,742.05	15,651.63	85.80	13,429.10	13,429.10	
127-1974 1#	RS	-0454-004 APPR-075	51,823.92	60,833.10	60,400.84	85.80	51,823.92	51,823.92	
127-1975 1	F	-0066-001 APPR-010	40,548.00	29,955.16	29,585.99	88.15	26,080.05	25,349.76	
130-1962 1#	RS	-0188-003 APPR-075	9,892.54	11,491.30	11,218.57	88.18	9,892.54	9,892.54	
131-1943 1	RRS	-0089-001 APPR-138	1,800.00	191.76	191.76	90.00	172.58	172.58	
133-1933 1	M	-4030-001 APPR-W32	5,728.00	12,542.49	12,542.49	85.77	10,757.69	5,728.00	
134-1903 1#	RRS	-9091-005 APPR-138	229.17	270.36	254.63	90.00	229.17	229.17	
134-1914 1	HES	-9091-007 APPR-141	7,920.00	8,793.40	8,793.40	90.00	7,914.06	7,914.06	
134-1915 1	XI	-9064-002 APPR-823	49,300.00	62,373.90	61,786.46	85.00	52,518.49	49,300.00	
2	XIO	-9064-002 APPR-772	6,120.00	7,200.00	7,200.00	85.00	6,120.00	6,120.00	
134-1915	PREFIX TOTALS		55,420.00	69,573.90	68,986.46		58,638.49	55,420.00	
134-1916 1#	HES	-0129-001 APPR-141	202.91	225.46	225.46	90.00	202.91	202.91	
134-1917 1#	F	-0079-007 APPR-010	10,266.13	11,740.10	11,642.24	88.18	10,266.13	10,266.13	

OREGON STATE HIGHWAY DEPARTMENT — 12/29/82

FHWA BILLING VOUCHER — PAGE 94

TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
5,044.90	5,044.90	90.00	4,540.41	4,540.41		
		88.15				
33,429.34	33,324.44	88.18	29,385.49	29,385.49		
300.58	300.58	100.00	300.58	300.58		
279.86	279.86	90.00	251.87	251.87		
124,381.78	123,777.25	88.18	109,146.78	109,146.78		
6,782.00	6,782.00	85.80	5,818.96	5,818.96		
4,811.04	4,811.04	85.80	4,127.87	4,127.87		
63,624.19	63,553.18	85.00	54,020.20	53,040.00	980.20 B	
		85.00				
63,624.19	63,553.18		54,020.20	53,040.00	980.20	
427.47	427.47	88.18	376.94	376.94		
93,722.65	93,347.05	85.80	80,091.77	80,091.77		
15,742.05	15,651.63	85.80	13,429.10	13,429.10		
60,833.10	60,400.84	85.80	51,823.92	51,823.92		
29,955.16	29,585.99	88.15	26,080.05	25,349.76		730.29
11,491.30	11,218.57	88.18	9,892.54	9,892.54		
191.76	191.76	90.00	172.58	172.58		
12,542.49	12,542.49	85.77	10,757.69	5,728.00	5,029.69 B	
270.36	254.63	90.00	229.17	229.17		
8,793.40	8,793.40	90.00	7,914.06	7,914.06		
62,373.90	61,786.46	85.00	52,518.49	49,300.00	3,218.49 B	
7,200.00	7,200.00	85.00	6,120.00	6,120.00		
69,573.90	68,986.46		58,638.49	55,420.00	3,218.49	
225.46	225.46	90.00	202.91	202.91		
11,740.10	11,642.24	88.18	10,266.13	10,266.13		

8235

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3-1-82	John Cater, FHWA Trainee	TQM-9966(1) TQM-9966(2) TQF-24(16)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2-8-80	5-30-80	97 %	250 days

APPROVED EXTENSIONS	LOCATION
None	Powell Blvd. @ 162nd Sandy Blvd. @ 122nd & 162nd

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

POWELL BLVD. @ 162nd and SANDY BLVD. @ 122nd & 162nd
MT. HOOD and NORTHEAST PORTLAND HIGHWAYS
Traffic Signals

This project provided for the installation of traffic signals at three intersections. The contractor was Tice Electric Company of Portland. The project was completed at a cost of $99,356.75. The project appears to have been completed in accordance with the contract provisions with one exception.

The pedestrian X-walk across the right-turn lane at 122nd and Sandy was not striped, despite being shown on the plans. The X-walk striping was deleted at the request of the Region 1 Traffic Operations Supervisor, as he felt it was unnecessary and that there was no demand for it.

Acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAR 10 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3/9/82	TITLE Field Operations Engineer	DATE 3/9/82

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8835

June 5, 1980

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

COM 3
#8835

Gentlemen:

Contract No. 8835 awarded to Tice Electric Co. for traffic signal installation on Powell Boulevard at 162nd and on Sandy Boulevard at 122nd and 162nd on the Mt. Hood and Northeast Portland Highways in Multnomah County was completed on February 8, 1980 and accepted by the State Highway Division on May 30, 1980.

Final payment in the amount of $4,028.12 will be released to the contractor after June 10, 1980. The total contract amount is $80,542.49 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

kkr

cc: Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

9835

STATE COPY

U. S. GOVERNMENT PRINTING OFFICE: 1975-625-988

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

5-23-80

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

IN COMPANY WITH: Arvey Nelson, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-23-80	W. N. Bryant, Area Engineer W. N. Bryant Area Engineer	I0M-9966(1) I0M-9966(2) I0E-24(16)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	97 %	100 %

POWELL BLVD. @ 162nd and SANDY BLVD. @ 122nd & 162nd
MT. HOOD and NORTHEAST PORTLAND HIGHWAYS
Traffic Signals

This project provided for the installation of traffic signals at three intersections. A contract in the bid amount of $80,705.00 was awarded Tice Electric Company, Portland, Oregon on November 1, 1978. Work began on September 20, 1979 and was completed in reasonably close conformance with the approved plans and specifications on February 8, 1980 at a final estimated cost of $99,356.75, which includes $80,541.44 for bid item work, $7,115.31 for SFO work, and approximately $11,000 for engineering.

A total of 242 of the 250 calendar days specified were used in completing the work. Project records indicate that all materials incorporated into the work met specification requirements.

The signals are functioning as intended and acceptance of the contract work is recommended.

It was noted, however, that the pedestrian X-walk had not been striped across the right-turn lane at 122nd and Sandy as shown on the plans. This work should be completed prior to final acceptance of the project.

RECEIVED
STATE HWY ENGR
JUN 2 '80
REFER TO
FOR
Init. | Invest. | R/D | D/R | Sign | Act | File

6/2 ok

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

8135

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
(F-24(16) TQM-9966(1)(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO. 80399, 80170, 80171

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

5/22 only

RECEIVED
STATE HWY ENGR
MAY 22 '80
REFER TO
Machrum
FOR

Info	Inves	R/D	E/R	S.&I.	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9/28/78	4/18/80	FAU 9966 & Primary 24
		STATE ROUTE NUMBER: City Streets and Primary 26

GENERAL LOCATION:

Powell Blvd. (at 162nd) and Sandy Blvd. (at 122nd & 162nd)

GENERAL DESCRIPTION OF WORK:

Remove sections of existing curbs, build new curbs and pave shoulder areas for better turning radii

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~PRICE~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 4/18/80, as requested in Mr. Keasey's letter of 5/8/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $4,730 Federal funds $4,058.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/16/80	G. K. Hoosier	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-888

8835

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Powell Blvd. (at 162nd.) & Sandy Blvd. (at 122nd. & 162nd.)	WEEK ENDING: April 26, 1980
		SECTION PREFIX: 126-1001
	HIGHWAY: Mt. Hood & N.E. Portland	COUNTY: Multnomah
NAME OF JOB: Powell Blvd. (at 162nd.) and Sandy Blvd. (at 122nd. & 162nd.)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Tice Electric Company	CONTRACT NUMBER: 8835	FEDERAL AID PROJECT NUMBER: TQF-24(16), TQM-9966(1) & TQM-9966(2)
DATE OF CONTRACT: November 1, 1978	DATE WORK STARTED: September 20, 1979	ESTIMATED COMPLETION DATE: February 8, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 250	CALENDAR DAYS USED: 242
PROJECT AUTHORIZATION: $ 99,861.18	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 97%
EXCLUSIVE OF ENGINEERING: $ 91,139.68	ENGINEERING AUTHORIZATION: $ 8,721.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 88,356.75	ENGINEERING COST TO DATE: $ 10,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 127 %	DATE PROJECT WAS COMPLETED: February 8, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Guardrail ~~Concrete~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	T. Signals ~~Concrete~~
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			100 L.Ft.				$72,720.00
TOTAL QUANTITIES CORRECTED TO DATE			100 L.Ft.				$72,720.00
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			100 L.Ft.				$72,720.00
AVERAGE DAILY QUANTITIES			100 L.Ft.				$ 1,865.00
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-				-
NUMBER OF SHIFTS PER DAY			-				-
HOURS PER SHIFT			-				-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

April 1980

	WEATHER	~~Work~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Cloudy-Showers	0		Project field work completed 2-8-80.
MONDAY 21	Cloudy	0		
TUESDAY 22	Cloudy	0		
WEDNESDAY 23	P. Cloudy	0		
THURSDAY 24	P.Cloudy-Showers	0		
FRIDAY 25	P. Cloudy	0		
SATURDAY 26	Mostly Clear	0		

RECEIVED
APR 28 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glen, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
4-20-80 SUNDAY	No work.
21 MONDAY	No work.
22 TUESDAY	No work.
23 WEDNESDAY	No work.
24 THURSDAY	No work.
25 FRIDAY	No work.
4-26-80 SATURDAY	No work.

REMARKS

STATUS: Project completed. Semi-Final Estimate data submitted to Region office on 4-22-80. Unless directed otherwise, this will be the last Weekly Resident Engineer's Report submitted for this project.

SIGNED Arvey D. Nelson LOCATION 9250 N. E. Skidmore, Portland, Oregon

for: Arvey D. Nelson, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8125

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

February 26, 1979

Salem, Oregon

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Wire Line Encroachment near
Sandy Blvd. at N.E. 122nd Ave.
ODOT Agreement RR-970

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

RAILROAD COMPANIES
FILE No. 970

Attached is the State's fully executed counterpart of an agreement between the Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company and Pacific Northwest Bell, covering a telephone communication cable encroachment on the Railroad's Kenton Line near the intersection of Sandy Boulevard and N.E. 122nd Avenue.

Multnomah County and the State of Oregon have been asked to be signatory parties to the agreement inasmuch as the encroachment will be constructed within an easement area granted to Multnomah County and the State of Oregon.

RDT/seb
Attachment
cc: J. L. Sollis
E. L. Hardt w/copy
M. D. Payne w/copy

3-19-79
noted in book
agree.

NOTED
C. W. HEAD

8135

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 15, 1978

Tice Electric Co.
2139 S.E. Belmont St.
Portland, OR 97214

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8135 for traffic signal installation on Powell Boulevard (at 162nd) and Sandy Boulevard (at 122nd and 162nd) on the Mt. Hood and Northeast Portland Highways in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Roy T. Heinz
L. E. George

TICE ELECTRIC COMPANY

2139 S. E. Belmont Street
Portland, Oregon 97214

Transmittal Memorandum

To Oregon Transportation Commission
Department of Transportation
Address Highway Division
121 Transportation Building
City Salem, Oregon 97310

Date November 8, 1978

Job Powell Blvd. & Sandy Blvd.
(OSHD Contract no. 8835)

We are forwarding the following:

[X] Attached [ ] Under Separate Cover

Drawing No.	No. of Copies	Title or Description	Date
	2	Signed Contracts	

Remarks:

RECEIVED
NOV 9 1978
COMMISSION
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Please:

[ ] Transmit to approving authority.

[ ] Check for approval.

[ ] Return _____ copies to this office.

TICE ELECTRIC COMPANY

By G. S. Gregersen
Gordon S. Gregersen
Project Manager

8835

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-113		State
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Oregon Multnomah
MODIFICATION NUMBER 1	11-14-78	Project Number TQM-9966(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,300.00	$ 41,912.00
Federal funds	$ 6,260.00	$ 35,960.00
Other revisions		

This modification is made for the following reasons:

To include Contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of November, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 695-813

file

Oregon State Highway Division
Salem, Oregon, November 3, 1978

Federal Aid Project
No. TQM-9966(2)

Sandy Blvd. at 162nd Ave.
N.E. Portland Highway
Multnomah County

Project agreement estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 7,000.00
Type Code Y031 Traffic Signal (Sandy Blvd. at 162nd Ave.)			
Temporary Protection and Direction of Traffic	All Required (40%)		$ 440.00
Temporary Signs	90 Sq.Ft.	3.50	315.00
Flagmen	40 Hour	24.00	960.00
Guardrail, Type 2 A	100 Lin.Ft.	21.50	2,150.00
Guardrail Anchors, Type 1	2 Each	320.00	640.00
Rail End Pieces, Type C	2 Each	135.00	270.00
Traffic Signal Installation, Complete	All Required (34%)		24,724.80
			$29,499.80
Anticipated Items			
Permanent Pavement Striping	All Required (40%)		$ 1,260.00
	Subtotal		$30,759.80
	Engineering		3,408.20
	Engineering (Controller Testing) (40%)		744.00
	Total		$34,912.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Work Retained in Program Status
(not included in amounts below)

Curb and Roadwork (S.F.)	All Required	$ 1,500.00

Oregon State Highway Division
Salem, Oregon, November 3, 1978

Federal Aid Project
No. TQM-9966(2)

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,000	$ 6,006	$ 994
Traffic Signal	34,912	29,954	4,958
Total	$41,912	$35,960	$5,952

Group 2 37%

Contract No. 8835

Prefix 126-1901

Prefix 126-1001

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 6-70	FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
	6-7-78	Project No.: TQM-9966 (2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30 Bypass, 5.84 miles E. of ECL Portland.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-27-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,300.00	$ 6,260.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E.J. Hunter

Technical Service Engineer
(Title)

By [signature]

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 7 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 1, 1978

Federal Aid Project
No. TQM-9966 (2)

N.E. Sandy Blvd. @ N.E. 162nd Ave. Section
Multnomah County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 7,300.00
Total		$ 7,300.00

Length of Project - - - - - - - - - - - - 0.0 Miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,300.00	$ 6,260.00	$1,040.00
Retain in Program			
Traffic Signals	32,700.00	28,050.00	4,650.00
Total	$40,000.00	$34,310.00	$5,690.00

Prefix 126-1901

Group-1

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
11-115	FEDERAL-AID PROJECT AGREEMENT	County Multnomah
	11-14-78	Project No. TEF-24 (16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powell Blvd. at 162nd Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-78	0.00
OTHER *(Specify)*		

FUNDS Pro-Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$34,258.00	$29,283.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Coulter

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Benson
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 3, 1978

Federal Aid Project
No. TQF-24(16)

Powell Blvd. at 162nd Ave.
Mt. Hood Highway
Multnomah County

Project agreement estimate.

Type Code Y031
Traffic Signal (Powell Blvd. at 162nd Ave.)

Temporary Protection and Direction of Traffic	All Required (30%)		$ 330.00
Temporary Signs	90 Sq.Ft.	3.50	315.00
Flagmen	40 Hour	24.00	960.00
Traffic Signal Installatin, Complete	All Required		27,633.60
			$29,238.60

Anticipated Items

Permanent Pavement Striping	All Required (30%)	$ 945.00
	Subtotal	$30,183.60
	Engineering	3,516.40
	Engineering (Controller Testing) (30%)	558.00
	Total	$34,258.00

Length of Project - - - - - - - - - - - - - - - 0.00 mile

Federal Funds (85.77%)	$29,383
State Funds	4,875
Total	$34,258

Group 3 36%

Contract No. 8835

Prefix 126-1001

8835 STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-116	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-14-78	State Oregon County Multnomah Project No. TOM-9966(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sandy Blvd. at 122nd Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-10-78	8.00
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-78	0.00
OTHER *(Specify)*		

FUNDS Pro-Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 31,005.00	$ 26,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. T. Hunter

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burgoon
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 14 19

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

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file

Oregon State Highway Division
Salem, Oregon, November 3, 1978

Federal Aid Project
No. TQM-9966(1)

Sandy Blvd. at 122nd Ave.
N.E. Portland Highway
Multnomah County

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code Y031
Traffic Signal (Sandy Blvd. at 122nd Ave.)

Temporary Protection and Direction of Traffic	All Required (30%)		330.00
Temporary Signs	90 Sq.Ft.	3.50	315.00
Flagmen	40 Hour	24.00	960.00
Traffic Signal Installation, Complete	All Required (28%)		20,361.60
			$21,966.60

Anticipated Items

Permanent Pavement Striping	All Required (30%)	$ 945.00
	Subtotal	$22,911.60
	Engineering	2,535.40
	Engineering (Controller Testing) (30%)	558.00
	Total	$26.055.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000	$ 4,288	$ 712
Traffic Signal	26,005	22.312	3,693
Total	$31,005	$26,600	$4,405

Oregon State Highway Division
Salem, Oregon, November 3, 1978

Federal Aid Project
No. TQM-9966(1)

Group 1 27%

Contract No. 8835

Prefix 126-1001

Prefix 126-1902

8835

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Resident Engineer
L. E. George
SAIF
Fran

November 1, 1978

Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

The Oregon Transportation Commission on October 31 accepted your proposal for traffic signal installation on Powell Boulevard (at 162nd) and Sandy Boulevard (at 122nd and 162nd) on the Mt. Hood and Northeast Portland Highways in Multnomah County for the sum of $80,705.00 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8835.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 14, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8835

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-24(16); M-9966(1) and M-9966(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80399, 80170, 80171

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-28-78	9-28-78	FAU-9966 and Primary 24 / City Streets and Primary 26

GENERAL LOCATION: Powell Blvd. (at 162nd) and Sandy Blvd. (at 122nd and 162nd)

GENERAL DESCRIPTION OF WORK: Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $3,159.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $114,531 - Federal Funds $98,232.

A signed copy of the Title Sheet is returned herewith.

Swan Wilson 10-6

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-78	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Scale 1/2 1 Miles

Robert A. Burco
Fred B. Klaboe
DIRECTOR OF TRANSPORTATION
ASSISTANT DIRECTOR FOR OPERATIONS

G. K. Hammer
DISTRICT ENGINEER

8835

September 26, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Mt. Hood Hwy. at S.E. 162nd Ave.
Oregon Project TQF-24(16)
and
Esplanade St.-Shasta Way (Klamath Falls)
Oregon Project TQM-2320(1)

As requested in your September 13 letters, we have updated the traffic volume and accident information for the intersections of Mt. Hood Highway at S.E. 162nd Avenue and the Klamath Falls-Malin Highway at Washburn Way. These two intersections are part of Oregon Projects TQF-24(16) and TQM-2320(1), respectively.

The Collision Diagrams were updated to include information through May 31, 1978 and new Traffic Signal Warrant Comparisons were prepared based on 1978 estimated traffic volumes.

Hopefully, this information will be sufficient and you will be able to approve both of the projects.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachments

bc F. B. Klaboe
D. E. Swan (enc.)
L. E. George

H:df ja

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Mt. Hood Hwy. @ 162nd Ave.

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	895	700	710	725	840	1150	1095	920 1/
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	130	105	110	130	145	195	185	140 1/
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	___	___	___	___	___	___	___	___

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	350	8
Minor Street	105	8
2. Interruption of Continuous Traffic:		
Major Street	525	8
Minor Street	53	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	___	___
Pedestrian Volume	___	___
4. Accident Experience:		
Preventable Accidents (last 12 months)	1	
Minimum Warrant	5	
5. Systems Warrant (if applicable):		
Entering Volume (Weekday peak hour)	___	
Minimum Warrant	800	

Date of Traffic Count 1/ 1978 Estimated Volumes from 4/2,9/73 Count

RW

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

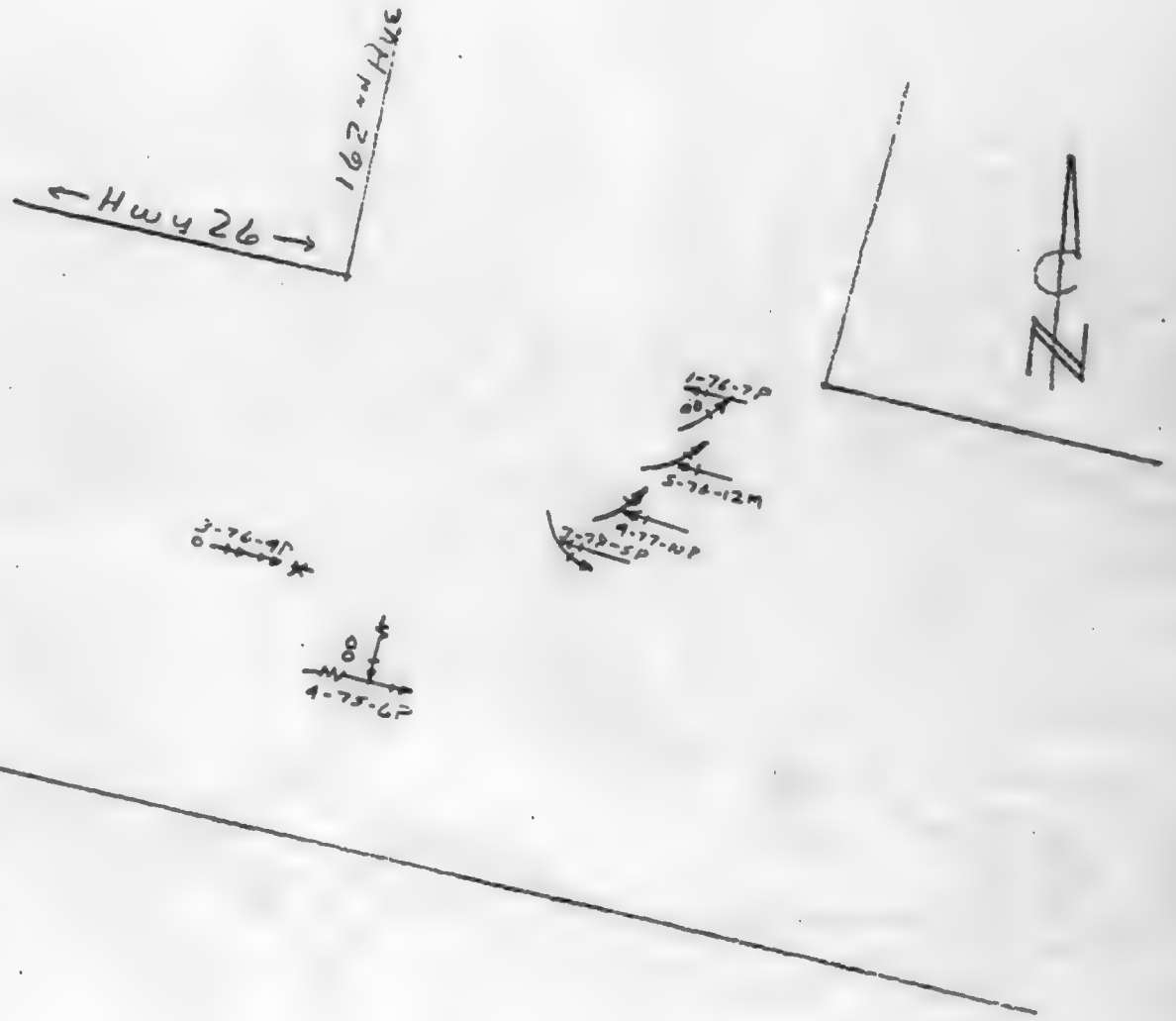
** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or ~~isolated community with population less than 10,000.~~

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Multnomah
Intersection of Mt. Hood Hwy and 162nd Ave
Highway Number 211 [illegible] MP 9.27
Period Covered 1-1-75 5-31-78
Compiled by AC Drawn by _____ Date 9-18-78

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



Day – 1
Night – 5
TOTAL 6

* Struck pedestrian in L/T

Collision Type	1975				1976				1977				Sub-Total				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1														1		1
Head-on																				
Rear-end						1		1										1		1
Sideswipe																				
Turning Movement						1	1	2			1	1			1	1		1	3	4
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL		1		1		2	1	3			1	1						2	3	4

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 13, 1978

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project TQF-24(16)
Mt. Hood Hwy. at S.E. 162nd Ave. Section
Project Data Submission

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

Approval of the subject project is being withheld pending receipt of more current traffic data than that submitted with Mr. Swan's September 1, 1978, letter. This is the second such submission received this week in which the traffic and accident data is five years old or older.

Robin Gen. Dilles

G. K. Hansen
for G. L. Green

cc:
D. E. Swan
L. E. George

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 14 '78
REFER TO
George
FOR
Info | Immed | R/D | D/R | Sign | Appr | File
X

RECEIVED
SEP 15 1978
TRAFFIC ENGINEERING

8835

L

May 8, 1978

Multnomah County Engineer
2115 S.E. Morrison Street
Portland, OR 97214

MISC. CONTRACTS AND
AGREEMENTS No. 6464

Gentlemen:

Attached for your records are fully executed copies of three agreements for installation of traffic signal equipment on the following projects:

1) Northeast Portland Highway at N.E. 122nd Avenue

2) Mt. Hood Highway at S. E. 162nd Avenue

3) Northeast Portland Highway at N.E. 162nd Avenue.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att. conf.)

8735

May 8, 1978

Multnomah County Engineer
2115 S.E. Morrison Street
Portland, OR 97214

MISC. CONTRACTS and
AGREEMENTS No. 6462.

Gentlemen:

Attached for your records are fully executed copies of three agreements for installation of traffic signal equipment on the following projects:

1) Northeast Portland Highway at N.E. 122nd Avenue

2) Mt. Hood Highway at S. E. 162nd Avenue

3) Northeast Portland Highway at N.E. 162nd Avenue.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att. conf.)

-8835

May 8, 1978

Multnomah County Engineer
2115 S.E. Morrison Street
Portland, OR 97214

MISC. CONTRACTS &
AGREEMENTS No. 6421

Gentlemen:

Attached for your records are fully executed copies of three agreements for installation of traffic signal equipment on the following projects:

1) Northeast Portland Highway at N.E. 122nd Avenue

2) Mt. Hood Highway at S. E. 162nd Avenue

3) Northeast Portland Highway at N.E. 162nd Avenue.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att. conf.)

8135 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 3-10-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
TQM-9966(1)

S... PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80170

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3-10-78	FAU 9966
		STATE ROUTE NUMBER: Secondary 123

GENERAL LOCATION:
"NE. Sandy Boulevard at NE. 122nd Avenue Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION: TEC NTE $6,600, Federal funds $5,660
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 2-21-78 letter

NOTED
F. B. KLABOE
Swan
3-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-10-78	G. K. Hansen	for Division ADministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8835

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-27-78

FEDERAL AID PROJECT NO.
FAM - 9966(2)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80171

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. KLaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-27-78	FAU 9966	Secondary 123

RECEIVED
DOT OPERATIONS
MAR 1 '78
REFER TO
FOR
Insp. | Engr. | Asst. | Ass. | Supv. | Cal. | File

GENERAL LOCATION:
"NE. Sandy Boulevard at NE. 162nd Avenue Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION: Including Utility preparatory work
TEC NTE $7,300 - Fed. funds $6,260
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 2-17-78 letter I concur that the subject project is a nonmajor action as set forth in FHPM 7-7-2, paragraph 10e. You are authorized to proceed with the work as shown above.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-27-78	G. K. Hoosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON

INTEROFFICE MEMO

TO: CRAG BOARD RESOLUTIONS FILE

DATE: January 31, 1978

FROM: TED SPENCE
Policy & Planning Coordinator

SUBJECT: CRAG Board Actions Taken at the CRAG Board Meeting 1-26-78

Attached are the following resolutions approved by the CRAG Board 1-26-78:

1. BD 780107 for the purpose of recommending to the State of Oregon that an improvement project at the Sunset Hwy/Hwy 217 interchange be included as a priority item in the Oregon Department of Transportation's six-year program.

2. Board resolution 780101 for the purpose of amending the adopted Transportation Improvement Program and to place the Gladstone signal and Allen Boulevard jobs in the FY 1978 annual element.

3. Board resolution 780102 for the purpose of amending the adopted Transportation Improvement Porgram to incorporate the 122nd Avenue and 162nd Avenue and Sandy singal projects in the CRAG annual element using state transitional quarter funds.

NOTED
E. S. HUNTER

cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
L. W. Rulien
MAX KLUTZ

1b

RECEIVED
TECHNICAL SERVICES
FEB 1'78
REFER TO
FOR
Info | Review | R/D | D/R | Sign | Act | File

CRAG RESOLUTION

BD 780102

FOR THE PURPOSE OF AMENDING THE ADOPTED TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND ITS ANNUAL ELEMENT.

WHEREAS, through BD 770902, the Board of Directors adopted the TIP and its FY 1978 Annual Element; and

WHEREAS, the Metropolitan Division of the Oregon Department of Transportation (ODOT) has requested that two new signal projects be added to the FY 1978 Annual Element; and

WHEREAS, these signal projects will use state Transitional Quarter funds (TQX) as follows:

- Northeast Portland Highway (Sandy Boulevard) at N.E. 122nd Avenue "on-off" ramp connection. Install two phase actuated traffic signal, estimated at $37,000 ($31,820 Federal).

- Northeast Portland Highway (Sandy Boulevard) at N.E. 162nd Avenue. Install two phase actuated traffic signal, estimated at $40,000 ($34,400 federal); and

WHEREAS, these projects need to be implemented immediately to obligate funding in FY 1978; and

WHEREAS, the TIP Subcommittee and the Transportation Technical Advisory Committee (TTAC) have reviewed these projects and recommend their inclusion in the FY 1978 Annual Element of the TIP; now therefore be it

RESOLVED, that BD 770902 is amended to include the projects described and that these projects be added to and made an integral part of the TIP and the FY 1978 Annual Element.

ADOPTED by the Board of Directors this 26th day of January, 1978.

By Denton U. Kent
Denton U. Kent, Executive Director

8835

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTERCE MEMO
Metropolitan Branch

TO: THE FILE

DATE: January 30, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Signal request
167th Avenue and Powell Boulevard

A letter was presented to the CRAG board at their January meeting from Representative Sandy Richards requesting positive action on the subject signal.

The inclusion of this project in the TIP was approved on consent agenda later in the meeting which will provide for advancing the project.

I advised Paula Bentley that we are on a roughly one-year time frame and the project was being scheduled for the current fiscal year. This means we will go to contract late this summer and the project should be completed next summer.

ebg

cc: F. [redacted]
E. S. Hunter

NOTED
F. B. KLABOE

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DOT OPERATIONS
JAN 30 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1307

#2235

DIRECTOR'S FILE

January 26, 1978

RECEIVED
DOT OPERATIONS
JAN 27 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROUGH DRAFT FOR ROBERT BURCO'S REPLY

TO: Representative Sandy Richards

BY: Robert N. Bothman

Thank you for your support of the signalization project at 162nd Avenue and Sandy Boulevard. The Oregon Department of Transportation has requested the Columbia Region Association of Governments to add the project to the Transportation Improvement Program. We intend to use state transitional-quarter funds for 162nd and the 122nd Avenues signal improvements on Sandy Boulevard. These proposals went before the CRAG Board of Directors on January 26.

RECEIVED
JAN 30 1978
OFFICE
DIRECTOR of TRANSPORTATION

I certainly appreciate your offer to act as a facilitator to better define the problem concerning the requirement of local match on state highways. There seems to be some confusion on this matter. For example, the proposed improvements on I80N and Powell Boulevard using normal federal-aid funding (interstate and federal-aid primary) would be matched by the state. It is the Oregon Transportation Commission's policy, however, not to share in the match of transfer-funded projects even though the projects chosen by local governments are on the state highway system. This policy is a continuing response to our financial limitations on a statewide basis, ~~and a recognition that only Salem and Portland benefit from available, interstate, transfer dollars. It is the Commission's belief, reaffirmed at its October meeting in Pendleton, that the department would be short-changing other areas of the state competing for extremely limited preservation dollars, which do not benefit from the flexibility that the two urban areas enjoy under the~~

ROBERT W STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 20, 1978

Telephone 238-8235

TO: BANFIELD TRANSITWAY TECHNICAL ADVISORY COMMITTEE MEMBERS

A technical advisory committee meeting on the Banfield Transitway Project is scheduled for 1:30 PM on January 25, 1978 in the large conference room at the Metro office.

While the agenda has not been firmed up at this time, we will cover the activities on the project since the last meeting as well as the current efforts on the DEIS and public information programs.

An item needing to be worked out is how to show the volume of technical information that has been developed in a simple, easy to read manner for the general public. Be thinking about it.

ROBERT A. SANDMANN
Special Projects Coordinator

ls

cc: R. N. Bothman

~~that the two urban areas enjoy under the transfer provisions~~.

I am attaching my correspondence with Mayor Kent Aldredge, city of Salem, responding to his request for our consideration for partially funding the replacement arterials and other improvements using I-305. transfer funds. As I indicated to the Mayor, the Commission's policy may be revised once we know the results of the ~~May gas tax election~~ highway measure and the contents of the next federal highway bill. ~~However, until the May election~~, the Commission contemplates no change in its current policy of ~~not matching interstate transfer projects, with the~~ single exception ~~of the Banfield~~ corridor in Portland.

Again, thank you very much for your interest and support. I welcome the opportunity of clarifying the department's position on the use of state match on transfer funded projects in the Portland area.

ls

JMK.

RECEIVED
JAN 30 1978
OFFICE
DIRECTOR of TRANSPORTATION

Ted

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 20, 1978

Telephone 238-8235

TO: BANFIELD TRANSITWAY TECHNICAL ADVISORY COMMITTEE MEMBERS

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An item needing to be worked out is how to show the volume of technical information that has been developed in a simple, easy to read manner for the general public. Be thinking about it.

ROBERT A. SANDMANN
Special Projects Coordinator

ls

cc: R. N. Bothman

BILLY STARKEL
• MUSIC FOR ALL OCCASIONS •

16006 N.E. Rose Parkway Portland, Oregon 97230 Phone (503) 255-1154

Dear Sandy

Yes, we in the Barkenbrook Area would like to have a signal light on 162nd at Sandy Blvd.

It is almost a nightmare to get on Sandy from 162nd

If you can get this signal going for us we all would appreciate your efforts

Sincerely
Billy Starkel

File: 77-165

HOME ADDRESS
SANDY RICHARDS
15103 NE HASSALO STREET
PORTLAND, OREGON 97230

MULTNOMAH COUNTY
DISTRICT 22

COMMITTEES
MEMBER:
ENVIRONMENT AND ENERGY
JUDICIARY

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RECEIVED
DOT OPERATIONS
JAN 18 '78
REFER TO
FOR
Info | Invest | R/D ✓ | D/R | Sign | Act | File

January 16, 1978

Mr. Robert Burco
Director-Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Bob,

I am forwarding today copies of nearly three dozen letters and signatures from my constituents, asking for signalization of the 162nd Avenue and Sandy Blvd. intersection in East Multnomah County, per our telephone conversation of last month.

Multnomah County itself and our local land use planning group of citizens have placed a high priority on this signal. CRAG staff has further included the signal in its recommendations to the CRAG Board, as being a key component in the Sandy Blvd TSM improvement project.

It is my understanding now that special ODOT dollars (Transitional Quarterly Funds) are recommended for some signals in the Sandy Blvd. project, including 162nd Avenue, for funding outside of the Mt. Hood Freeway transfer monies, and that no local match will be required for this signal.

I thank you sincerely for your assistance in supporting the need for this important traffic system and traffic safety improvement. Mr. Ted Spence, ODOT Portland Metro Office, was also especially helpful. I've enjoyed working with Ted before this issue as well.

I remain concerned about the burdensome local match requirement on Multnomah County for improvements to state highways I-80, Sandy Blvd. and Powell Blvd. located in my jurisdiction. There appears generally to be an unbalanced, taxes paid-to-services received ratio, which directly affects my constituents, in consequent reduced county levels of service to local roads. At some point during the interim, I would be happy to act as a facilitator for a meeting with yourself and/or other ODOT officials, Multnomah County officials and our county legislative delegation to further define the problem and explore solutions.

Most sincerely,

Sandy Richards

Rep. Sandy Richards
cc: Multnomah County Board of Commissioners
Multnomah County Legislative Delegation

RECEIVED
JAN 18 1978
OFFICE
DIRECTOR of TRANSPORTATION

3264 N.E. 158th Avenue
Portland, Oregon 97230

December 6, 1977

Mrs. Sandy Richards
19103 N. E. Hassalo Street
Portland, Oregon 97230

Dear Mrs. Richards:

As home owner and resident in the above neighborhood, I agree that a traffic light is needed at the intersection of N.E. 162nd and Sandy Boulevard.

The intersection is a serious hazard now and with the planned growth in the area between Sandy Boulevard and N. E. Halsey Street, I feel it is imperative that the State Highway Department make this traffic signal a top priority item.

Very truly yours,

James R. Spurling

JRS:ss

1236 N.E. 162nd
Portl. Ore. 97230
Dec. 5, 1977

Representative Sandy Richards
Dear Sandy

Would you be able to meet with the representative from ODOT and tell them how important a signal light is at 162nd & Sandy.

The school buses need to be able to move on and off Sandy Blvd. at this point safely. 162nd ave is a heavily used Street for truck, Car, and recreation vehicles, going to the airport, Van. Wash, and boating places along the river. There is also the industry along the South of Sandy that uses this busy intersection.

Thank You and best wishes.

Virginia York

Mr. & Mrs. Joseph H. York
1236 N.E. 162nd Avenue
Portland, Ore. 97230

1111 NE 162nd Ave.
Portland OR 97230

December 5, 1977

Mme Rep Nancy Ryan
1983 NE Wasco
Portland OR 97232

Dear Nancy

You may be pleased about the Columbia Corridor Comes to Burn at Extension Lands housing complex on 162nd Between Sandy and Halsey. The project came before the Wilkes Neighborhood Group and it was felt that the project with adequate for the area, met the requirements of the Wilkes Plan, but created a traffic problem at the intersection of 162nd and Sandy It is the opinion of the Wilkes Group that it is mandatory for the Oregon Department of Transportation to install traffic signals at the intersection if ODOT can not meet the request, we demand that the Director of ODOT come before the Wilkes Board of Directors to explain their stand.

Thank for your assistance

Bob Wiegin, Director
Wilkes Community Group

HOWARD COOPER CORPORATION

8501 N. E. KILLINGSWORTH AVE.
P. O. BOX 3704
PORTLAND, OREGON 97208
PHONE (503) 252-2441

5 December 1977

Sandy Richards
19103 N. E. Hassalo
Portland, Oregon 97230

SUBJECT: Street Light — 162nd & Sandy Blvd.
Portland, Oregon

Dear Ms. Richards:

I would like to have my views on record in support of having a light placed at the intersection of 162nd & Sandy Blvd., Portland, Oregon.

This intersection has become extremely dangerous and virtually impossible to get access when pulling out from 162nd.

Please direct my views to the proper authority. I certainly hope this problem can be rectified.

Very truly yours,

F. R. COOPER
Chairman

HOME OFFICE:
PORTLAND, ORE.
BRANCH OFFICES:
SEATTLE, WASH.
EUGENE, ORE.
ROSEBURG, ORE.
MEDFORD, ORE.
ALEXANDRIA, LA.
CHICAGO, ILL.
ATLANTA, GA.
EDISON, N. J.

The same problem exists on 191st & Sandy 5 minute waits are not uncommon.

HOWARD COOPER CORPORATION

8501 N. E. KILLINGSWORTH AVE.
P. O. BOX 3704
PORTLAND, OREGON 97208
PHONE (503) 252-2441

5 December 1977

Sandy Richards
19103 N. E. Hassalo
Portland, Oregon 97230

SUBJECT: Street Light — 162nd & Sandy Blvd.
Portland, Oregon

Dear Ms. Richards:

This letter is to inform you that my family of six strongly urges support of placing a street light at 162nd & Sandy Blvd., Portland, Oregon.

Due to the increased traffic patterns in this area, particularly through Barkerbrook (my residence address: 3049 N. E. 157th), we find this intersection to be particularly hazardous.

I would appreciate your expressing my views and the views of my family to the proper authority.

Very truly yours,

Larry L. Cooper

LARRY L. COOPER
President

LLC:clm

HOME OFFICE:
PORTLAND, ORE.
BRANCH OFFICES:
SEATTLE, WASH.
EUGENE, ORE.
ROSEBURG, ORE.
MEDFORD, ORE.
ALEXANDRIA, LA.
CHICAGO, ILL.
ATLANTA, GA.
EDISON, N. J.

Dec. 1, 1977

Mrs. Richards,

We would like you to know we feel there should definately be a stop light at N.E. 162nd & Sandy Blvd.

Please count us in on the yes vote for the stop light.

Thank you.

Mr. & Mrs. David J. Lenhart
(Barkenbrook residents for 10½ years.)

We have been residents of Parkwood Brook since March and have become increasingly aware of the bottleneck at the intersection of 162nd & Sandy Blvd.

As the general area is rapidly being built up the increasing hassle of trying to get onto Sandy Blvd. or of trying to get onto 162nd is becoming a real headache.

We feel that intersection very definitely needs a traffic light to help the flow of traffic.

Sincerely,
Henry and Elizabeth Bernhardt
15648 N.E. Rose Pkwy.

12/1/77

Sandy Roberts
State Representative,

As residents near the intersection of 162nd and Sandy we would like to have a traffic light and widening there. It is almost impossible to make a left turn onto Sandy in the afternoons due to heavy traffic. It also is very dangerous.

We would appreciate your help in getting a light at this intersection.

Sincerely,

Sarah & Bob Colliver
15435 N.E. Morris
Portland, Oregon 97230

L. F. Pernott
15629 N.E Rose Parkway
Portland, Oregon 97230

TO Sandy Richards - State Rep.
19103 N.E Wasco
Portland, Oregon 97230

DATE 11/30/77

SUBJECT Traffic light at 162nd & Sandy Blvd.

MESSAGE

Ms Richards -

I have learned of your efforts to work toward the installation of lights at the subject intersection.

This intersection is complete chaos during the rush hours. I've watched it worsen steadily for the last several years. There have been numerous accidents and damages. There's not been more

Thanking you in advance

SIGNED Very Truly Yours
L. F. Pernott

REPLY

SIGNED

DATE / /

Rediform ● 4S 475

SEND PARTS 1 AND 3 WITH CARBON INTACT - PART 3 WILL BE RETURNED WITH REPLY.

15215 N. E. Holladay
Portland, Or. 97230
November 30, 1977

Sandy Richards
19103 N. E. Hassalo
Portland, Or. 97230

Dear Mrs. Richards:

I have been requested by the Wilkes Committee to write a regarding the traffic problems on Sandy Blvd. Specifically between 122 and 162. It is the wish of the committee that the lighting (signals) of 122, 147 and 162 be a top priority item for any State, County or Federal money that is available for such improvements.

At the present time, we are aware that 162 between Halsey and Sandy Blvd. is not at capacity, but our committee is also aware of immediate plans for construction of several large parcels of land, among them the Teamsters building, 575 housing units, and several other projects of 66, 91 and other smaller developments. We feel that with these developments either started or about to begin, there will be an increased demand on Sandy Blvd. and this will only add to an already serious problem.

We understand that there was a death on 162 and Sandy within the last month and it is a great concern to us. As you will recall, the subject of Sandy Blvd. has been an item of concern on our committee for two years.

We urge you to make our wishes known to the proper authorities. We, in turn, will do what we can as individuals to pursue this matter.

We understand that the lighting is only the first step in many of improvements that need to be made to Sandy, but we feel that the lights will be an immediate help to the situation.

Sincerely,

Judy Kay

Judy Kay
Member of Board of Directors
Wilkes Committee

1711 N.E. 153rd. Portland, 97230
November 29, 1977

State Representative Sandy Richards
19103 N.E. Hassalo
Portland, Oregon 97230

Dear Representative Richards:

We, the undersigned members of the Wilkes Citizen Group feel there is a pressing need for signalization at 162nd and Sandy Boulevard. Building projects are accelerating rapidly between Halsey and Sandy Blvd. on both sides of 162nd and it is imperative that this intersection be given equal priority status as 122nd and 147th on Sandy for improvement funding.

Linda Potter 200 NE 162 Avenue Portland, OR 97230
[illegible] 3548 NE 152nd Portland Or. 97230
Hans H Clemens 4700 NE 158 Portland 97220
Alfred G Aydam 5543 NE Hillingsworth 97218
Evelen A. Hunter 2644 NE 133rd Portland 97230
[illegible] 332 N.E. 22nd Ave Portland Or 97230
Daniel J Zilka 20500 NE GIBAN TROUTDALE ORE 97060
Stanley Roberts 5330 N.E. 148th Portland Or 97230
Hilda Rossi 3701 NE 122nd Portland
Ray Banfield 3236 NE 158th Ave Portland 97230
Joe York 1236 NE 162nd Portland 97230
M. H. Clay Allyn 15324 NE SANDY BLVD " "
[illegible] Box 610 Vancouver Wash 98660
Mary Mrs Duane Pilcher 1896 NE Hassalo Portland Or. 97230
Mr. & Mrs E.K. Peterson 1711 NE 153rd Pl Portland 97230
Anne D. Price 1855 SE 104 Portland 97216
Thomas F. Kennedy 11421 NE Halsey St Portland Oreg 97230
Gladys Pearl 15014 N.E. Multnomah Portland 97230

November 29, 1977

Dear Sandy,

I understand that a letter from us citizens in the Barkerbrook area might be helpful in the placement of a stop light at 162nd and Sandy Blvd. My family has resided at this address for over twelve years and we are more than aware of the difficulties that this intersection has caused us. After three o'clock on any weekday, we will not go near 162nd and Sandy, but will, insted, go up to Halsey and clear around via 122nd in order to go north. The reason for this is the bottleneck that is caused by all of the industrial workers traveling along Sandy at that hour.

As you know, the visibility of that corner is terrible at any time of the day. Our close neighbors narrowly missed extensive injury to person and totaled out their car because of this. The close trees on the east and the filling station billboards and telephone poles on the west make visiblity almost impossible. As far as 162nd being of any use to those of us living on either side of it during about four hours of the day, this seems to be the crik of the matter. Recent new and proposed development in this same area will be at least, doubled in the next three years and the problem will be compounded as well. This is my plea for a light to be placed at that intersection so that for the first time in twelve years, I can get in my car, take the easiest route to my destination, and not have to look at my watch.

Thank you,

Marilyn Nash

Marilyn Nash
15663 N.E. Stanton
Portland, Oregon

REYNOLDS
SCHOOL DISTRICT NO. 7
MULTNOMAH COUNTY
1424 N.E. 201ST
MAIL ADDRESS: RT. 2, BOX 496, TROUTDALE, OREGON 97060
TELEPHONE 665-9161

DR. HAUTON B. LEE
Superintendent

DEAN W. TATE
Assistant Superintendent -
Secondary Education

STANLEY J. VANDEHEY
Assistant Superintendent -
Elementary Education

WILLIAM H. DIERDORFF
Business Manager

BOARD MEMBERS
Robert A. Lundgren
Chairman
Stephen E. Fairley
Vice-Chairman
Dewey L. Hoffmeister
Stephen B. Hill
Charles R. Spencer, Jr.
Raymond H. Nelson
Caroline Staley

November 29, 1977

Dear Representative Richards:

As principal of Margaret Scott Elementary School, I am very concerned with The safety of the students attending my school. One of the safety concerns is regarding bus safety. Since my attendance area includes Sandy Blvd. from N.E. 142nd eastward through N.E. 162nd. we have two major feeder roads on and off of Sandy Blvd.

Much industry is located along Sandy Blvd from Parkrose to Troutdale and unfortunately the peak hours for traffic from these industries is the same time we are busing our students through this area.

Since there are no traffic lights from N.E. 112th to N.E. 181st, any breaks in traffic are completely filled by traffic coming in from side streets as quickly as openings occur. Thus, what we are experiencing is a continuous flow of traffic along Sandy Blvd. making it nearly impossible to safely enter Sandy with a bus. Obviously, a bus cannot dart into an opening like a car.

As you know, much of 162nd is four lane and it has become a major street to Sandy Blvd., industries below Sandy, and the eastern edge of Portland. One morning this fall, I counted 27 vehicles backed up on 162nd from Sandy. This was at 7:45a.m. and Sandy Blvd. was a consistent stream of cars.

I have been in contact with state and city road officials over the past six years expressing my concern for the hazards at 162nd and 147th and Sandy and since these are intersections between state and county roads, the state determines the signal lights. About all I have gotten from the state at this point is that we don't have a problem. I have come to the point where I feel that only until we have enough people killed at these intersections are the people in Salem going to believe us.

I am now writing to you because you are getting a reputation of being a "doer" and not just a "talker" and I hope there is something that you can do to help us in this matter.

R. Allen Hester

R. Allen Hester
Principal - Scott Elementary School

RAH/gk

DR. HAUTON B. LEE
Superintendent

DEAN W. TATE
Assistant Superintendent -
Secondary Education

STANLEY J. VANDEHEY
Assistant Superintendent -
Elementary Education

WILLIAM H. DIERDORFF
Business Manager

REYNOLDS
SCHOOL DISTRICT NO. 7
MULTNOMAH COUNTY
1424 N.E. 201ST

MAIL ADDRESS: RT. 2, BOX 496, TROUTDALE, OREGON 97060
TELEPHONE 665-9161

BOARD MEMBERS

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Charles R. Spencer, Jr.
Raymond H. Nelson
Caroline Staley

November 29, 1977

Representative Sandy Richards
State Legislature
Salem, Oregon

Dear Representative Richards,

The traffic conditions on Sandy Blvd. have been extremely congested for sometime. Additional housing, industry, etc, in this area, contributes an additional burden. In the past, there have been several letters written regarding the congestion and potential dangers the school buses negotiating the intersections on Sandy are placed in several times each day. The purposed extensive development of the Wilkes area will severly overload an already congested traffic flow in this area. Sandy Blvd. is a main arterial and must be traveled by the school buses of Reynolds School District. The safety of the students riding the school buses becomes more precarious each day that proper traffic control is not provided at the intersections of 147th, 162nd and Sandy Blvd. The potential permanent injury or lose of life of one child subjected to the dangers of these intersections indicates there can be no hesitation in assuring immediate action be taken in this mattter.

Sincerely,

Dolores Backus

Dolores Backus
Transportation Supervisor

November 29, 1977

Sandy Richards

I am writing you as my state representative and one of your supporters.

My wife June, daughter Sandy and son mark all are concerned about installing a traffic light system at 162nd and Sandy Blvd.. Ever since we have lived in Barberbrook (1974) we have been terribly worried and concerned about the traffic at this corner especially the speed of 50 mph limit on Sandy Blvd. It is very dangerous to get on to Sandy B. Please see if a lite can be installed

there. We all trav
way twice a day a
very hazardous
us drivers in t

Thank

Jame
1581
Portl

June D Healy
Sandra Healy
Mark Healy

November 29, 1977

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...ndy Blvd. It is
... get on to Sandy B.
...n be installed

there. We all travel that way twice a day and it is very hazardous to all of us drivers in this household.

Thank you

James P Healy
15814 NE Rose Parkway
Portland, Ore. 97230

June D Healy
Sandra Healy
Mark Healy

1007 NE 165 Avenue
Portland, Oregon 97230
November 29, 1977

Representative Sandy Richards
19103 N E Hassalo
Portland, Oregon 97230

Dear Sandy
It has come to my attention that you will be seeing a representative from O.D.O.T. At that time would you please relay my feelings that it is imperative that a light at 162 Avenue and Sandy Boulevard be given top priority and be put in at once soon as possible.

Sincerely,
Linda Natter

The Honorable Sand
Oregon House of Re

Dear Ms. Richards:

We understand meet
trol are being hel
locations definite
in our opinion, is
vard and 162nd int

Your assistance in
corner to one of s
181st and Sandy Bl
by the many people
intersection.

One reason we desp
control is the gro
from seventeen hom
hundred fifty now.

Again, your intere
much appreciated a
provement is to be

November 29, 1977

The Honorable Sandy Richards
Oregon House of Representatives

Dear Ms. Richards:

We understand meetings to discuss traffic control are being held shortly, and one of the locations definitely requiring control lights, in our opinion, is the North East Sandy Boulevard and 162nd intersection.

Your assistance in bringing this dangerous corner to one of safety, similar to North East 181st and Sandy Blvd, will be most appreciated by the many people and neighbors who use this intersection.

One reason we desperately need this traffic control is the growth that has taken place from seventeen homes in 1963 to almost one-hundred fifty now.

Again, your interest in this problem is very much appreciated and required if any improvement is to be made.

Sincerely
H. Tyrrell Lowry
H. Tyrrell Lowry
Rena L. Lowry
Rena L. Lowry
16015 NE Stanton St
97230

hards

tention that you will
ve from O.D.O.T. At
lease relay my feelings
at a light at 162
ulward be given Top
at once soon as

ly,
nda Natter

3236 N. E. 158th Avenue
Portland, Oregon 97230

November 29, 1977

Mrs. Sandy Richards
19103 N. E. Hassalo Street
Portland, Oregon 97230

Dear Mrs. Richards:

As a resident at the above address we completely agree that a traffic light is needed at the intersection of N. E. 162nd and Sandy Boulevard.

The intersection is a serious problem now and with the planned growth in the area between Sandy Boulevard and N. E. Halsey Street it is imperative that the State Highway Department make this traffic signal a high priority item.

Very truly yours,

Ray Brasfield

Ray Brasfield

15324 N.E SAINDY BLVD
PORTLAND, OR, 97230
11/28/77

SANDY RICHARDS (REP)
19103 N.E. HASSALO ST
PORTLAND, OR. 97230

DEAR SAINDY:

AS A FREQUENT USER OF SANDY BLVD, I URGE YOU (AS A STATE REPRESENTATIVE OF EAST MULTNOMAH COUNTY) TO USE YOUR INFLUENCE TO INSIST ON THE INSTALLATION OF TRAFFIC CONTROL LIGHTS AT THE 162ND + SANDY BOULEVARD INTERSECTION.

THE ACCIDENT (AND DEATH) RECORD AT THIS LOCATION IS ON THE INCREASE OVER THE PAST FEW YEARS PLUS THE NARROWNESS OF BOTH STREETS AND THE POOR VISIBILITY OF THE SOUTHEAST CORNER HAVE CONTRIBUTED TO THE HAZARD. THERE IS NO TRAFFIC CONTROL BETWEEN 112th AND 181ST INTERSECTIONS ON SANDY BOULEVARD.

RESIDENTS OF SANDY BLVD, AND THE

"FEEDER" STREETS THAT "HAVE" TO USE SANDY BLVD. AT PRESENT, FIND IT ALMOST IMPOSSIBLE TO ENTER SANDY IN A WESTBOUND DIRECTION EVEN DURING "OFF PEAK" HOURS.

WITH THE EXPANSION OF HOUSING IN OUR AREA PLUS THE PROJECTED INCREASE SOUTH OF AND ADJACENT TO 162ND AVE. I HATE TO VISUALIZE THE PROBLEM OVER THE NEXT TWO YEARS.

AS A PRELIMINARY OR "STOP GAP" TO WIDENING SANDY BLVD, I WOULD SUGGEST WIDENING IT AT THE MAJOR INTERSECTIONS TO PROVIDE FEEDER LANES TO FACILITATE THE MOVEMENT OF THRU TRAFFIC ON SANDY.

I SINCERELY HOPE THE STATE HIGHWAY DIVISION AND MULTNOMAH COUNTY ROAD DEPT. CAN GET TOGETHER ON THIS PROBLEM BEFORE IT IS TOO LATE

SINCERELY,

M. L Van Alstyne.

(M. L. VAN ALSTYNE)

M. L. Van Alstyne
15324 N. E. Sandy Blvd.
Portland, OR 97230

November 28, 1977

Sandy Richards
19103 N. E. Hassalo
Portland, OR 97230

Dear Ms. Richards,

We are very much in favor of having a traffic light installed at 162nd and Sandy Blvd. In the 14 years we have lived here we have used this intersection often and find it a very dangerous place.

With the addition of the new housing, it will become increasingly more congested. It is virtually impossible to get out on Sandy Blvd. during shift changes. This traffic light has been long overdue.

Sincerely,

Lenore J. Pepper

Lenore J. Pepper

Henry C. Pepper

Henry C. Pepper
15940 N. E. Morris St.
Portland, OR 97230

8835

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 5, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
N.E. Sandy Blvd. @ N.E. 122nd Ave.
Signal Installation
N.E. Portland Highway (MP 12.43)
Multnomah County

The purpose of the project is to install a pretimed traffic signal at the above intersection (east ramp only). The project meets the warrants for "minimum vehicular volume" and "interruption of continuous traffic."

This project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a Non-Major Action and that the Statewide Assessment for safety projects be applied.

GAP:ss

cc: E. S. Hunter
R. N. Bothman
Jef Kaiser
Don Trout

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 6'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

.1978 Beaverton/Hillsdale 8836
.Hwy. @ 91st. Beaverton.
.(traffic signal)

C+A 6460 4-20-78

8836

GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

7-14-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7-14-80	W. N. Bryant, Area Engineer	TQM-9228(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-14-79	11-13-79	92 %	250 C.D.

APPROVED EXTENSIONS	LOCATION
None	S.R. 10, approx. 1.0 E. of S.R. 217

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BEAVERTON-HILLSDALE HWY. @ 91st AVE.
BEAVERTON-HILLSDALE HWY.
Signal

RECEIVED
STATE HWY ENGR
JUL 16 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7-16 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7-14-80	TITLE Field Operations Engineer	DATE 7/15/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7836

CON 5
#8836

November 15, 1979

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Gentlemen:

Contract No. 8836 awarded to Hamilton Electric, Inc., for a traffic signal installation on the Beaverton-Hillsdale Hwy. at 91st Avenue in Washington County was completed on August 14, 1979, and accepted by the State Highway Engineer on November 13, 1979.

Final payment in the amount of $1,621.43 will be released to the contractor after November 20, 1979. The total contract amount is $32,428.66 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Hamilton Electric, Inc.
232 West 5th Street
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8831

STATE COPY

cc: State (H. S. Coulter) 10-31-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon

IN COMPANY WITH: Jim Cochell, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-31-79	W. N. Bryant, Area Engineer	TQM-9228(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	92 %	100 %

BEAVERTON-HILLSDALE HWY. @ 91st AVENUE
BEAVERTON-HILLSDALE HWY.
Signal

Work completed under this project consisted of the installation of a five phase traffic signal at the intersection of the Beaverton-Hillsdale Hwy. and 91st Avenue.

A contract in the amount of $33,140.30 was awarded Hamilton Electric Inc. on November 1, 1978. Work began on February 26, 1979 and was completed in reasonably close conformance with the approved plans and specifications including approved changes on August 14, 1979 at a final estimated cost of $37,278.66 which includes $32,428.66 for bid item work, $1,950.00 for approved changes, and $3,509.03 for engineering.

A total of 229 C.D. were used in completing the work as compared to the 250 C.D. specified.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the approved specifications.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
NOV 9'79
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

11-9 cf

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-338 Will Not Be Used.

8836

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

DATE: October 19, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

RECEIVED
STATE HWY ENGR
NOV 9'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQM-9228(1)

Contract 8836, Work Completed August 14, 1979

Project Beaverton/Hillsdale Hwy. @ 91st Ave.

Highway Beaverton-Hillsdale

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-31-79
3/3

G. K. Hansen
G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

Keasey — Richards
Jackmond — Berg
Hopkins — Inlow
Williams — Widmer
Johnson — Gebauer
Olson — Church

RECEIVED
NOV 8 1979
CONSTRUCTION
BRANCH

8836

10-3-79

40

NARRATIVE REPORT

Beaverton/Hillsdale Hwy. @ 91st Avenue
Beaverton/Hillsdale Hwy. Wash. County
Contract No. 8836 F.A. TQM-922F(1)

This project was a "Federal-Aid Urban Highway Project". The contract was awarded to Hamilton Electric, Inc. on November 1, 1978. Work started on February 26, 1979 and completed August 14, 1979. The specified completion time was 250 calendar days, with a total of 229 days charged on the project. A stop work order had been written effective June 26, 1979 through August 9, 1979, during which time a clearance conflict between the power service and the telephone and power companies respective lines were adjusted to their mutual satisfaction.

This project consisted of a traffic signal installation at the intersection of the Beaverton Hillsdale Highway (a state highway) and SW 91st Avenue (washington county). There is some concern by the electrical maintenance supervisor for the loop detection on the SW 91st Avenue approach, because of the condition of the existing pavement, which is an oil mat. His concern is that if that portion of 91st is not overlayed in the near future the pavement will deteriorate and the loop detectors will not function properly. It should be noted that this office contacted washington county in regards to the condition of SW 91st prior to the cutting of loops and suggested that an overlay would be very beneficial in preserving the loops.

Although the Beaverton Hillsdale Highway has a relatively high volume of traffic, the traffic control measures set up in the contract appeared to be adequate to handle the traffic. Lane closures were required at times, mainly for the purpose of cutting the pavemdnt for loop detectors.

Verstoeg
Anderson
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RECEIVED
OCT 0 3 1979
ROAD DESIGN SECTION

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Action

ect was completed with an underrun of 1%. It is not anticipated
that the contractor will be submitting any claims against this
state force orders were written which were for anticipated items.
work was required on this project.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project : Beaverton-Hillsdale Hwy at 91st Ave. Contract No: 2836
Highway : Beaverton-Hillsdale Hwy Prefix: 34-1022
County : Washington F.A. No.: TP-922(1)

Item	Unit	Original	Semi-final	%(+or-)
		SUMMARY		
Contract Bid Items	$	33,140.30	32,428.66	-3.0
Anticipated Items	$	1,950.00	1,950.00	+0.0
Contingencies	$	1,579.00	0.00	-100.0
Engineering	$	3,509.03	3,509.03	-17.0
Total	$	40,178.39	37,278.66	-7.0

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

FORM 81-726-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Beaverton-Hillsdale Hwy. at SW 91st		WEEK ENDING: 9/22/79
		SECTION PREFIX: 34-1027
HIGHWAY: Beaverton-Hillsdale		COUNTY: Washington
NAME OF JOB: Beaverton-Hillsdale Hwy. at SW 91st	KIND OF WORK: Signal installation	
CONTRACTOR: Hamilton Electric Co.	CONTRACT NUMBER: 8836	FEDERAL AID PROJECT NUMBER: TQM-9228(1)
DATE OF CONTRACT: 11/1/78	DATE WORK STARTED: 2/26/79	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 250	CALENDAR DAYS USED: 229
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92
PROJECT AUTHORIZATION: $40,178.39		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $36,669.36	ENGINEERING AUTHORIZATION: $3,509.03	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $34,578.66	ENGINEERING COST TO DATE: $3330.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 7 %	PERCENT OF AUTHORIZATION: 95 %	DATE PROJECT WAS COMPLETED: 8/14/79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals 100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 25 1979
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Semi-final sent in. Third notification sent in. This is the final report for this project.

cc: Construction
FHWA
Region
File

SIGNED Geo B Gadsdell LOCATION Sylvan
for: J.W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7218

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN

412 Mohawk Building
222 S. W. Morrison St.
Portland, Oregon 97204

OREGON DIVISION

December 20, 1978
IN REPLY REFER TO
HED-010.4

Tracy Berno
4330 S. W. 91st
Portland, OR 97225

C-1 SENT COULTER

Dear Tracy:

Your letter to us mentioned the need of a traffic light at the intersection of Beaverton-Hillsdale Highway and S.W. 91st Avenue.

I have been informed that a project has been approved and a contract awarded to install a signal at this intersection. I do not have the schedule for installing the signal. However, this and any other information on the project would be available at the Oregon Department of Transportation Highway Division office located at 9002 S.E. McLoughlin Blvd., Milwaukie.

Thank you for your interest in providing safe pedestrian travel.

Sincerely yours,

Richard C. Cowdery

Richard C. Cowdery, Director
Office of Environment and Design

RECEIVED
STATE HWY ENGR
JAN 3-'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-3-79
cy Rhodt

RECEIVED
DEC 22 1978
OREGON DIVISION

T W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1978

Hamilton Electric, Inc.
232 West 5th Street
P. O. Box 708
Eugene, OR 97440

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8836 for traffic signal installation on the Beaverton/Hillsdale Highway at 91st Avenue in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Transamerica Insurance Company
1190 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
Ed Hardt
James Cochell
L. E. George

#8836

11-15

Betty Hansen called re this contract. (We sent reminder letter 11-14)
They had to wait for Mr. Hamilton to return from out of town so he could sign it. They put it in the mail along with No. 8837 on Monday. She thought we should get it today.

Denice

NOTED
C. W. HEAD

8836 STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-112	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 11-14-78	Oregon County Washington Project No. TOM-9228 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 10, approximately 1.0 mi. E. of SR 217

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-16-78	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-78	0.00
OTHER *(Specify)*		

FUNDS 85.8

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 43,534.00	$ 37,352.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By For: H. S. Coulter

Stat: Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 3, 1978

Federal Aid Project
No. TQM-9228 (1)

Beaverton/Hillsdale Hwy. at 91st Ave.
Beaverton/Hillsdale Highway
Washington County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 4,500.00
Type Code Y031			
Traffic Signal (Beaver./Hills/ Hwy. at 91st Ave.)			
Temporary Protection and Direction of Traffic	All Required		$ 510.00
Temporary Signs	170 Sq.Ft.	4.75	807.50
Flagmen	40 Hour	28.17	1,126.80
Traffic Signal Installation, Complete	All Required		30,696.00
			$33,140.30
Anticipated Items			
Permanent Pavement Striping	All Required		$ 950.00
	Subtotal		$34,090.30
	Engineering		4,193.70
	Engineering (Signal Controller Testing)		750.00
	Total		$39,034.00

Length of Project - - - - - - - - - - - - 0.00

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,500	$ 3,861	$ 639
Traffic Signal	39,034	33,491	5,543
Total	$43,534	$37,352	$6,182

Oregon State Highway Division
Salem, Oregon, November 3, 1978

Federal Aid Project
No. TQM-9228 (1)

Group 1 100%

Contract No. 8836

Prefix 34-1969

Prefix 34-1027

8136

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
James Cochell
L. E. George
SAIF
Fran

November 1, 1978

Hamilton Electric, Inc.
232 West 5th Street
P. O. Box 708
Eugene, OR 97440

Gentlemen:

The Oregon Transportation Commission on October 31 accepted your proposal for traffic signal installation on the Beaverton/Hillsdale Highway at 91st Avenue in Washington County for the sum of $33,140.30 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8836.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 14, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

4da
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

2836

40

Jesuit High School

9000 S. W. Beaverton Highway • Portland, Oregon 97225 • Telephone 292-2663

37961
91st Ave. Signal
Installation
Beaverton-Hillsdale
Hwy
Wash Co.

Office of the President

October 26, 1978

Mr. J. B. Boyd
Dept. of Transportation, Highway Div.
Transportation Building
Salem, Oregon 97310

Dear Mr. Boyd,

Thank you for your letter of October 13 informing us that our easement in the Jesuit High driveway had been accepted.

I assume this means all signals are "Go" on the traffic signal at 91st and Beaverton Highway. It certainly will be a welcome addition.

I want to thank you for all the cooperation and support we have received for this installation. I am sorry that we could not have been more supportive in helping finance it, but I assure you a shortage of funds is a problem we share in common.

Sincerely,

James N. Meehan, S.J.
President

JNM:dk

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 30 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

cc Ed Hardt
Ken Rolfe
H. Versteeg
Zirbes

RIGHT OF WAY SECTION
RECEIVED
OCT 30 1978
RE ARE ARA FS RS
P.S AE C. OS FAO

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQM-9228(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80217

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-78	9-28-78	FAU-9228	Primary 40

GENERAL LOCATION: Beaverton-Hillsdale Highway at S.W. 91st Ave.

GENERAL DESCRIPTION OF WORK: Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $950.

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $49,855 - Federal Funds $42,760.

A signed copy of the Title Sheet is returned herewith.

NOTED F. B. KLABOE

Swan w/memo 10-6

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-78	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

0 800 1600 Feet

Robert A. Bothman
Fred B Klaboe ASSISTANT DIRECTOR FOR OPERATIONS

8836

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STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: R. N. Bothman, Admin.
Metropolitan Branch

ATTN: Ken Rolfe
Regional Right-of-Way Supervisor
Milwaukie

DATE: August 29, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Permit of Entry
Beaverton/Hillsdale Hwy. at
S.W. 91st Ave.
Washington County

This office recently transmitted to B. Boyd's Office, plans and a request for a permanent easement for vehicle detectors on private property at the subject intersection.

Because of the time required for such easement and an October bid opening date, this office requests that the Region obtain a permit of entry so that the work can be done while the easement is negotiated.

Would you please notify this office when the permit is signed. It is understood that Bill Giebel, District Engineer, is working with you to obtain the necessary documents for Pacific Hwy. West and McDonald Road.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

WRZ:tk

cc: F. Scott
K. Limbocker
J. Sullivan
D. Ridings

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
AUG 30 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1367

8836

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STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic — DEPT.

378-6537 — TELEPHONE

TO: J. B. Boyd
Right of Way Manager

DATE: August 25, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Easement Requirement
Beaverton-Hillsdale Highway at 91st Avenue
Washington County

Attached is a preliminary copy of a proposed traffic signal at the subject location.

On TES Drawings 4358 and 4354, we show, shaded in red, the required easement needed from the Jesuit High School property to install and maintain vehicle loop detectors in their driveway.

Would you please obtain the easement and notify this office when accomplished. The project will be postponed from the September 21, 1978 to the October 19, 1978 bid opening.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

WRZ:ds
Attachment

cc: J. H. Versteeg

1 Versteeg
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

RECEIVED
AUG 29 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1307

8236

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ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/78
Donald L Rout

9-21-78 Bid Letting _____ All Clear Deadline

SECTION BEAVERTON/HILLSDALE HWY. @ SW 91ST AVE.
Highway BEAVERTON-HILLSDALE
County WASHINGTON Region M
Type of Work SIGNAL (3PH) Funds TRANS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide.
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8836

April 20, 1978

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: Jo Ann Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6460

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of the Beaverton-Hillsdale Highway and S.W. 91st Avenue in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachment

bc Don Harwell (Conformed agreement attached)

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

March 20, 1978

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

Jon Rose
Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: Agreement - Traffic Signal Installation
Beaverton-Hillsdale Highway
S.W. 91st Avenue

Dear Jon:

Enclosed please find three executed copies of the above captioned agreement. Said agreement was approved by the Washington County Board of Commissioners at their regular meeting of March 14, 1978 by Minute Order No. 78-134 (copy attached).

As is normal procedure, please furnish us with a fully executed copy for our files as soon as they have been processed by your division.

We thank you for your consideration in this matter and should you need any additional information, please do not hesitate to contact me.

Yours very truly,

John F. Crockett, P.E.
Director of Public Works

To: [redacted]	Date 3-27-78
From: Jon Rose , METRO	
[redacted] Traffic	Region 1

Comments: This has been signed by Washington County officials, has the approval of the Metro Administrator and is forwarded for your further action

Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ TE ☐
MAR 23 1978
TAA Holmes File: PM FA
LG OP
AM PPS

WASHINGTON COUNTY

Inter-Department Correspondence

Date March 10, 1978
For Meeting of: March 14, 1978

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Traffic Signal Installation Agreement - Beaverton-Hillsdale Highway and S.W. 91st

In recent years the Association of Oregon Counties and the State of Oregon Transportation Commission entered into an agreement whereby the State would perform all the necessary maintenance and the county would supply the necessary energy for traffic signals installed at the intersection of a state highway and a county road.

We have an agreement to be entered into under these terms for the intersection of S.W. 91st Avenue, a county road, and the Beaverton-Hillsdale Highway, a state highway.

RECOMMENDATION: Your Board authorize the execution by the Chairman of subject agreement.

Respectfully submitted,

John F. Crockett

JFC:pj

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-134
DATE 3/14/78
BY [signature] CLERK OF THE BOARD

8836 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-16-78

FEDERAL AID PROJECT NO.
T[illegible]-9228(1)

STATE PROJECT NO.
See Below

FROM:
G L Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80217

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-16-78	FAU 9228	Primary 40

GENERAL LOCATION:

"Beaverton-Hillsdale Highway at SW. 91st Avenue Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- XX ☐ PREPARATION : TEC NTE $5,500, F.F. $4,719
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-14-78 I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

NOTED
F. B. KLABOE
Swan
3-24

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-16-78	W. V. Cusack	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

.1978 Pac. Hwy. W. @ SW 8837
.McDonald St. in Tigard.
.(grading, paving & signal)

C&A 6629 9-1-78
6129 8-5-77

#9837 STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL CONSTRUCTION INSPECTION and FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-15-80	W. N. Bryant, Area Engineer	TQF-9-3(6)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-5-79	10-23-80	98 %	280 C.D.

APPROVED EXTENSIONS	LOCATION
None	SR-99W, 0.4 mi. NE. of SCL of Tigard, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED STATE HWY ENGR DEC 17 '80 REFER TO by Keasey FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. W. @ SW. McDONALD ST.
PACIFIC HWY. WEST
Signal

This project provided for the installation of a multi-phase traffic signal and minor grading and paving to revise the right turn lane on McDonald Street. A contract in the amount of $65,531.40 was awarded Hamilton Electric, Inc., Eugene, Oregon on November 6, 1978. Work began on March 19, 1979 and was completed in reasonably close conformance with the approved plans and specifications on September 5, 1979 except for required illumination revisions, at a final cost of $54,846.18 which includes $59,957.17 for contract items, $1,500 for anticipated changes, $424 for price agreement work, $6,789.01 for engineering, and a credit of $13,824 covering the installation of a five phase signal instead of the planned three phase signal. This change was made at the request of Oak Hill Investment Company and the difference in cost--$13,824.00--covered by them. A total of 277 calendar days were used as compared to the 280 calendar days aturhorized.

At the time of a second final inspection on October 16, 1980 the illumination work had been completed in an acceptable manner.

Project records indicate that all materials incorporated into the work met specification requirements.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE	Area Engineer	DATE 12-15-80	TITLE	Field Operations Engineer	DATE 12-15-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8837

October 27, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

COM 5
#8837

Gentlemen:

Contract No. 8837 awarded to Hamilton Electric, Inc., for work on the Pacific Highway West at Southwest McDonald Street in Tigard, Washington County, was completed on September 24, 1980, and accepted by the State Highway Division on October 23, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 3, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8837

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-25-80

FEDERAL AID PROJECT NO.: QF-9-3(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80113

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, OR

RECEIVED
STATE HWY ENGR
SEP 2'80
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8/25/80	Primary 9	Primary 1W

GENERAL LOCATION:

Pacific Highway West at SW McDonald Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8/21/80 I approve the revised Right of Way costs to a TEC of $11,000 Federal Funds $9,438.

(Increase TEC $6,000 Federal Funds $5,148)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8/25/80	G. K. Hoagman	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-465

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HIGHWAY WEST AT S. W. McDONALD STREET		WEEK ENDING: OCTOBER 27, 1979
		SECTION PREFIX: 34-1028
HIGHWAY: PACIFIC HIGHWAY WEST		COUNTY: WASHINGTON
NAME OF JOB: PACIFIC HWY. WEST AT S.W. McDONALD ST.	KIND OF WORK: TRAFFIC SIGNALS	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 8837	FEDERAL AID PROJECT NUMBER: TOF 9-3(6)
DATE OF CONTRACT: NOVEMBER 18, 1978	DATE WORK STARTED: MARCH 19, 1979	ESTIMATED COMPLETION DATE: SEPTEMBER 5, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 277
PROJECT AUTHORIZATION: $ 77,895.95	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 71,092.81	ENGINEERING AUTHORIZATION $ 6,803.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,092.81	ENGINEERING COST TO DATE $ 5,511.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED: SEPTEMBER 5, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~STRUCTURE NO.~~	TRAFFIC	SIGNALS						
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21		0		
MONDAY 22		0		
TUESDAY 23		0		
WEDNESDAY 24		0		
THURSDAY 25		0		
FRIDAY 26		0		
SATURDAY 27		0		

RECEIVED
OCT 29 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

21 SUNDAY	NO ACTIVITY ALL WEEK.
22 MONDAY	
23 TUESDAY	
24 WEDNESDAY	
25 THURSDAY	
26 FRIDAY	
27 SATURDAY	

REMARKS

STATUS TO DATE: PROJECT COMPLETE EXCEPT FOR MINOR CLEAN-UP WORK.

SEMI-FINAL TO BE SUBMITTED BY OCTOBER 31, 1979.

THIS WILL BE THE FINAL WEEKLY REPORT.

RECEIVED
OCT 23 1979
CONSTRUCTION
BRANCH

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 4 COPIES.

SP-F216

8837

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

RECEIVED
STATE HWY ENGR
NOV 16 '79
REFER TO
FOR
Info | Answer | R/D | D/R | Sign | Act | File

DATE: October 16, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-9-3(6)

Contract 8837 , Work Completed September 5, 1979

Project Pac. Hwy. W. @ McDonald St. (Tigard)

Highway Pacific West

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-5-79
Final acceptance cannot be given until the pavement with the illumination has been satisfactorily corrected. OK

for G. K Hansen
G. L. Green
Division Administrator

NOTED
H. S. COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
NOV 15 1979
CONSTRUCTION
BRANCH

Keasey | Richards
Jackmond | Berg
Hopkins | Inloes
Williams | Widmer
Johnsen | Osbauer
Glenn | Church

8837

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1978

Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8837 for work on the Pacific Highway West at S.W. McDonald Street (Tigard) Section in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kiana
Ed Hardt
Enrique Rodriguez
L. E. George

8837

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-117	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-14-78	State: Oregon County: Washington Project No.: TQF-9-3(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, 0.4 mi. N.E. of SCL Tigard

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-78	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$63,351.00	$54,336.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E V Lee

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burton
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, November 3, 1978

Federal Aid Project
No. TQF-9-3(6)

Pacific Hwy. W. at S.W. McDonald St. (Tigard) Section
Pacific Highway West in Washington County

Project Agreement Estimate.

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic	All Required		$ 1,682.00
Temporary Signs	238 Sq.Ft.	5.85	1,392.30
Temporary Barricades	8 Each	128.75	1,030.00
Flagmen	120 Hour	25.45	3,054.00
Earthwork	All Required		3,456.00
Class "B" Asphalt Concrete	230 Ton	41.33	9,505.90
12-inch Sewer Pipe	35 Lin.Ft.	35.42	1,239.70
Concrete Inlets, Type G-1	1 Each	666.00	666.00
Concrete Curbs	125 Lin.Ft.	10.98	1,372.50
Sidewalk Ramps	2 Each	283.50	567.00
Capping Inlets	1 Each	142.00	142.00
Traffic Signal Installation, Complete	All Required		41,424.00
			$65,531.40

Additional Items

Remove Pavement Striping (Temp. Perm.)	All Required	$ 500.00
Permanent Pavement Striping	All Required	1,000.00
		$ 1,500.00

Subtotal	$67,031.40
Engineering	8,719.60
Engineering (Controller Testing)	1,000.00
Total	$76,751.00

Length of Project	0.00 mile
Federal Funds (85.77%)	$54,336.00
State Funds	9,015.00
Subtotal	$63,351.00
Other Funds*	13,400.00
	$76,751.00

* Additional for 5 phase traffic signal over 3 phase financed by others.

Group 1 100%
Contract No. 8837
Prefix: 34-1028

8837

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Enrique Rodriguez
L. E. George
SAIF
Fran

November 6, 1978

Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

Gentlemen:

The Oregon Transportation Commission on October 31 accepted your proposal for work on the Pacific Highway West at S.W. McDonald Street (Tigard) Section in Washington County for the sum of $65,331.40 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and when the sum of $13,400 is deposited by the Oak Hill Investment Co.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8837.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully signed copy.

The calendar day count on this contract will begin November 18, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

:8037

October 26, 1978

Oak Hill Investment Co.
7941 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Attn: Mr. Ted L. Miller
President

Gentleman:

On October 26, 1978 a satisfactory bid was received from Hamilton Electric, Inc., 234 W. 5th Avenue, Eugene, Oregon 97401 for installation of traffic signals on Pacific Hwy. West at S.W. McDonald Street (Tigard) Section.

The Advance Deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$65,531.60
Permanent Pavement Striping	$ 1,000.00
Remove Pavement Striping (Exist. & Temp.)	500.00
Signal Controller Testing (Engineering)	1,000.00
4% Contingencies	3,061.42
(10%) Engineering	6,803.16
ESTIMATED TOTAL COST	$77,896.18

Company's Advance Deposit: $13,400.00

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than November 19, 1978.

Please make your check for $13,400.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

11-6-78
Adv. Dep. 13,400 Recd
Notified Memo b/ Loso

FH:pf

bcc w/AD # 523: Region 1 Federal Aid Specialist
Vern Skoog - Please return completed AD # 523 when check is received.

034	1449	901	00		
034	1449	910	00	101.04CR	
034	1449	911	00	395.30CR	
034	1449	914	00	1.10CR	
034	1449	923	00	968.16CR	
		** JOB TOTALS **		1,667.63CR	**

PAC HWY MCDONALD PRTTGARDY CONT NO FA PROJ NOS

034	1452	901	00		
034	1452	901	00 - Lwr Eng.		
034	1452	901	00 0		
034	1452	905	00 Final Design		
034	1452	906	00 Rt. Reqm		
034	1452	909	00 R/w Desc		
034	1452	910	00 Soils		
034	1452	911	00 Signaling	283.49	
034	1452	913	00 R/w Liaison		
034	1452	914	00 utilities	140.84	
034	1452	920	00 Proj. plan	32.60	
034	1452	921	00 Specs	166.74	
034	1452	922	00		
		** JOB TOTALS **		623.67	**

MITCHELL-REYES OF SUMMIT CONT NO & FA PROJ NOS

035	1456	901	00	
035	1456	950	00	
		** JOB TOTALS **		**

MTN DR EB VENTURA HWY CONT NO & FA PROJ NOS

035	1457	901	00
036	1457	905	00
035	1457	906	00
035	1457	906	00
035	1457	909	00
035	1457	910	00
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034	1452	909	00 R/w Desc					108. 51
034	1452	910	00 Soils					5. 128. 77
034	1452	911	00 Signing	283 49		2. 261 10		228. 77
034	1452	913	00 R/w Liaison					236. 33
034	1452	914	00 utilities	140. 84		181 84		86. 25
034	1452	920	00 Proj + plan	32. 60		86. 25		530. 28
034	1452	921	00 Specs.	166. 74		530 28		13 09
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		** JOB TOTALS **		623. 67	**	3. 242 14	**	

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		** JOB TOTALS **			**	13 75	**	

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035	1457	912	00					107. 78
035	1457	914	00					1. 733. 99
035	1457	918	00					54 00
035	1457	920	00					

Salem, Oregon
October 11, 1978

Pac. U. at McDonald

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 26, 1978 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened on the following projects:

1. Eagle Creek (Middle) Bridge, Baker County
   Structure
   28-foot roadway on structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Brookings (Wharf Street), City Street, Curry County
   Grade and Pave
   5-foot sidewalks with curb cuts provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. South Third Street at Wilson Avenue in Bend
   City Street, Deschutes County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Central Oregon Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Same as No. 3.

5. Crane Rock Production, Harney County
   Aggregate Crushing

   Same as No. 3.

6. Portland Street-South 6th Street Bikeway (Klamath Falls)
   "A" Canal, Klamath County
   Grade and Pave

   An 8-foot Class I bikeway is being constructed under this contract.

7. McKenzie Highway at 3rd Street in Springfield
   McKenzie Highway, Lane County
   Traffic Signals

   Same as No. 3.

8. 6th, 8th and Quincy Streets (Harrisburg)
   City Street, Linn County
   Grade and Pave

   36-foot roadway with curbs and curb cuts. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.

9. Jordan Valley Rock Production
   I.O.N. Highway, Malheur County
   Aggregate Crushing

   Same as No. 3.

10. Powell Blvd (at 162nd) and Sandy Blvd (at 122nd and 162nd)
    Mt Hood and NE Portland Highways, Multnomah County
    Traffic Signals

    Same as No. 3.

11. Beaverton/Hillsdale Hwy at 91st Street (Beaverton)
    Beaverton/Hillsdale Highway, Washington County
    Traffic Signals

    Same as No. 3.

12. Pacific Hwy West at SW McDonald St (Tigard)
Pacific Highway West, Washington County
Traffic Signals

Grading and paving incidental to right turn lane. Existing bikeway on McDonald Street will not be disturbed.

Same as No. 3.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8837 9-28-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF-9-3(6)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80329

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-78	9-28-78	Primary 9	Primary 1W

GENERAL LOCATION:
Pacific Highway West at S.W. McDonald St. (Tigard) Section

GENERAL DESCRIPTION OF WORK:
Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Remove temporary and permanent striping (S.F.) $500
  Permanent Pavement Striping $1,000
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $81,999 - Federal Funds $58,837.

A signed copy of the Title Sheet is returned herewith.

Swan Wilson 10-6

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-78	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Sketch map — ½ mile

Robert A. Burco, DIRECTOR OF TRANSPORTATION
Fred B. Klaboe, ASSISTANT DIRECTOR FOR OPERATIONS

DIVISION ENGINEER

8837

1W

Salem, Oregon
Sept. 7, 1978

J. H. Verstoeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

Attn: Ruth Keller

50316 - Ames (Miller, C.P.)
Pacific Hwy. W. @ S.W.
McDonald St. Section
Pacific Hwy. West
Washington County

Attached is a description, an authorization and R/W prints covering a strip of land that is to be deeded to the State by the Oak Hill Investment Company.

Also attached is your correspondence and other material pertaining to this matter.

Please note that this property presently has access points at Stations 145+00, 145+60 and 147+43. I believe the intent was to remove the existing accesses and grant one new point which we have designated at Station 146+08, more or less.

BY: f

Floyd O. Scott
R/W Assoc. Engineer

FOS:mg

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 24, 1978

FILE:

FROM: Ruth Keller
Realty Specialist

TO: Floyd Scott
Description Engr.

B U I L D I N G

SUBJECT: File 18706 50316

Pacific Highway West at
S. W. McDonald Sec.
Pacific West Highway
(Map 3B-22-3)
Washington County

Will you have someone assign a file number and either approve or revise the description sent in by Terry Flink on the attached sheet of paper marked Legal Description for Oak Hill Investment Co. Road Dedication: S. W. Pacific Highway and dated July 26, 1978.

I asked Terry for a prefix to use in connection with having the description checked and he said to use Prefix 34-2523, which is Signal Project TQF9-3 (5). 909

Trust the attached copies of Title Reports and Contract will be sufficient for checking the description.

File 18706 is involved in this matter because of access changes to be made via an Indenture of Access.

Please return the description to me for preparing the deed form.

RK:nn
Attch.
cc: Rod Henry
N. Flanagan

NOTED
FLOYD O. SCOTT
8-24-78

File 50316 to R/W
9-7-78
S.

8837

September 1, 1978

Oak Hill Investment Company
7941 S.E. Johnson Creek Blvd.
Portland, OR 97206

MISC. CONTRACTS and AGREEMENTS No. 6629

Gentlemen:

Attached for your files is a fully executed copy of an agreement regarding installation of a traffic signal on the Pacific Highway West at McDonald Road in Tigard.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harvall (agreement attached)

8837

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic DEPT. | 378-6537 TELEPHONE

TO: J. B. Boyd
Right of Way Manager

DATE: August 30, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Easement Requirement
Pacific Hwy. West at
SW McDonald Rd.--Washington County

Attached is a preliminary copy of a proposed traffic signal at the subject location.

On TES Drawing 4357, we show, shaded in red, the easement needed from the Oak Hill Investment Co., Roger L. Staver, Manager, Properties Division, 7941 SE Johnson Creek Boulevard, Portland 97206, to install and maintain vehicle loop detectors in their driveway.

Would you please obtain the easement and notify this office when accomplished. This project is scheduled for the October 26, 1978 bid opening.

ORIGINAL SIGNED BY L. E. GEORGE

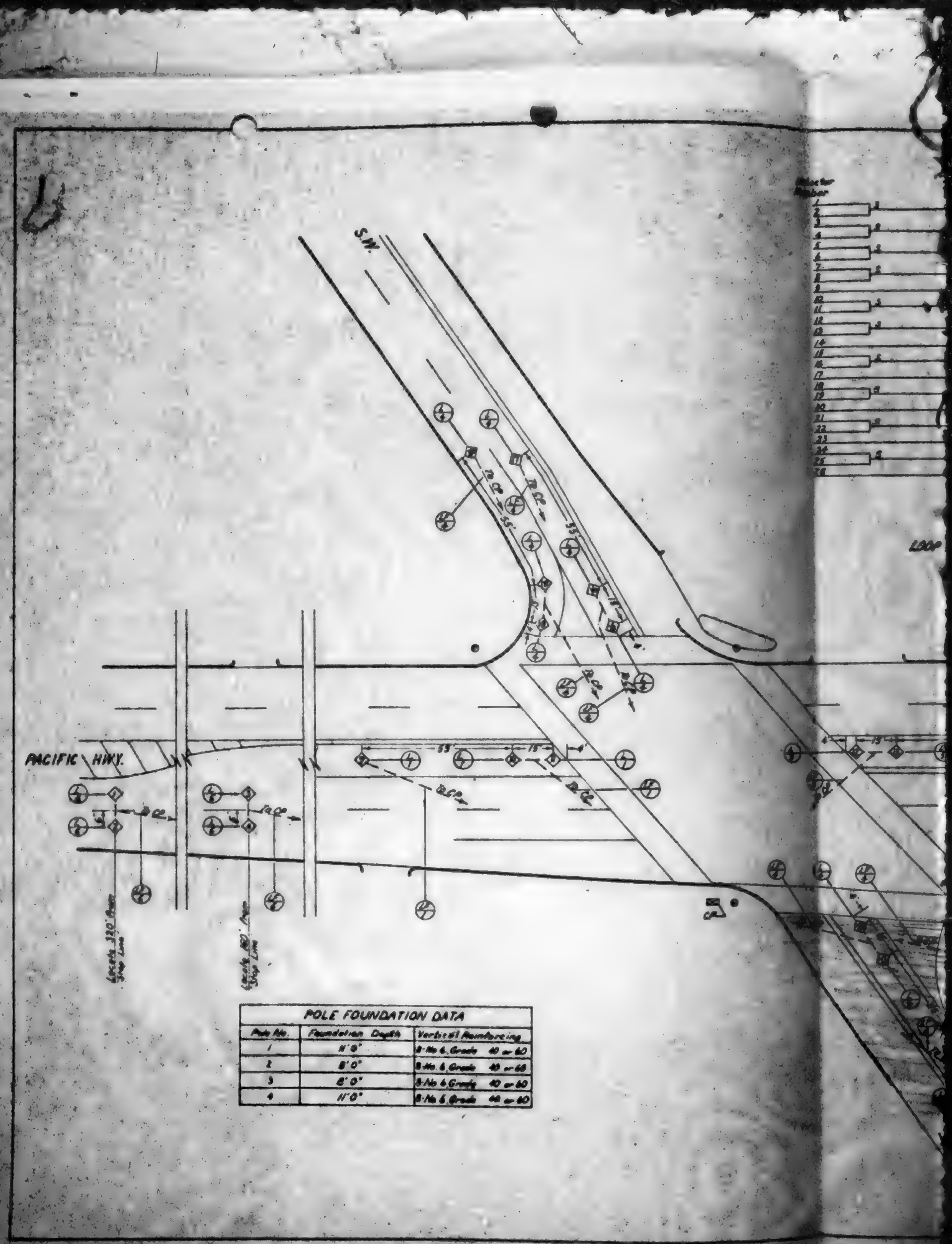
L. E. George
Traffic Engineer Supervisor

WRZ:vhl
Attachment

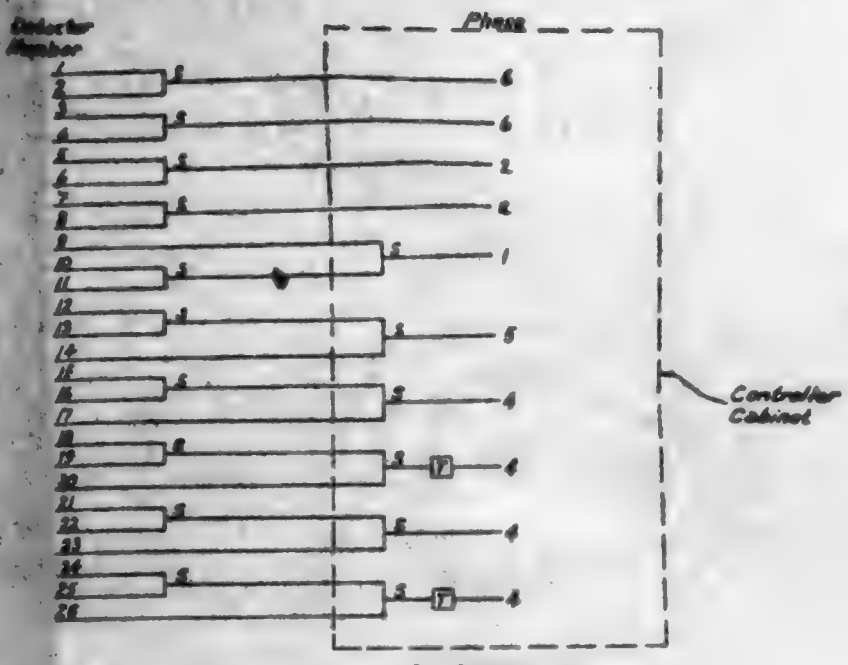
cc: J. H. Versteeg
E. L. Hardt
Jack Sullivan
M. C. Holmes

PROJECT MANAGEMENT
PME LGE CCE FAE OM OPE
AUG 31 1978
File: PM FA LG OP
TAA

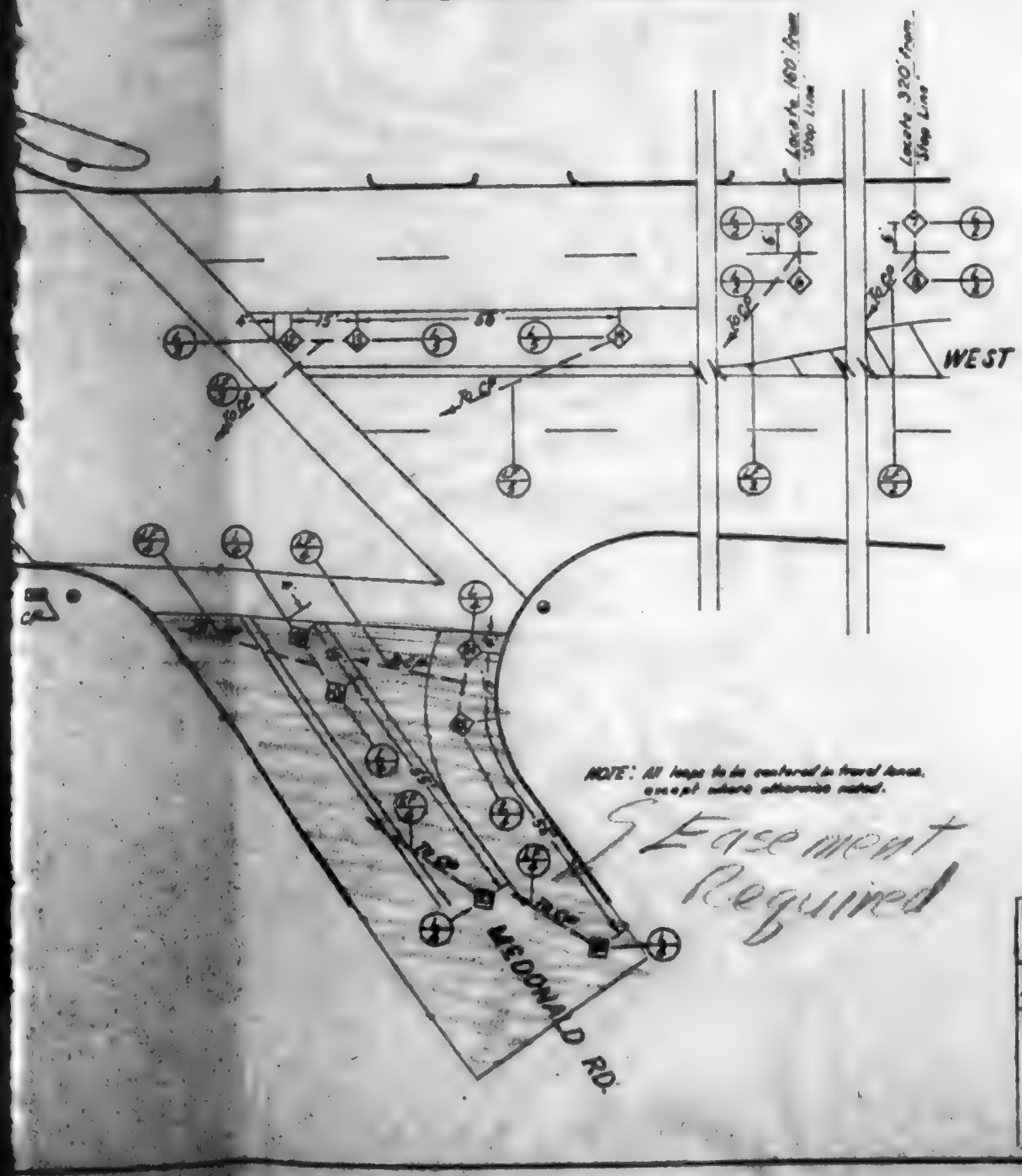
81-128-1887



POLE FOUNDATION DATA		
Pole No.	Foundation Depth	Vertical Reinforcing
1	11'0"	8-No 6, Grade 40 or 60
2	8'0"	8-No 6, Grade 40 or 60
3	8'0"	8-No 6, Grade 40 or 60
4	11'0"	8-No 6, Grade 40 or 60



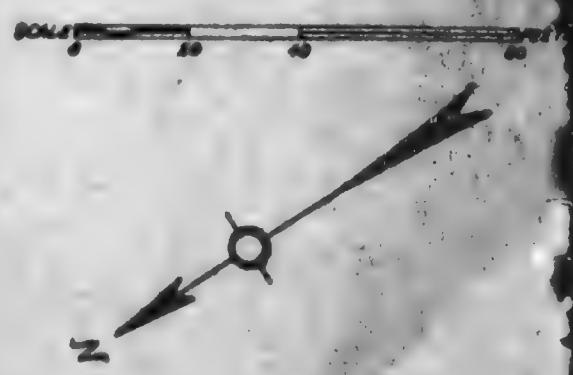
LOOP DETECTOR WIRING DIAGRAM



NOTE: All loops to be centered in travel lanes, except where otherwise noted.

Easement Required

DETECTOR PLAN

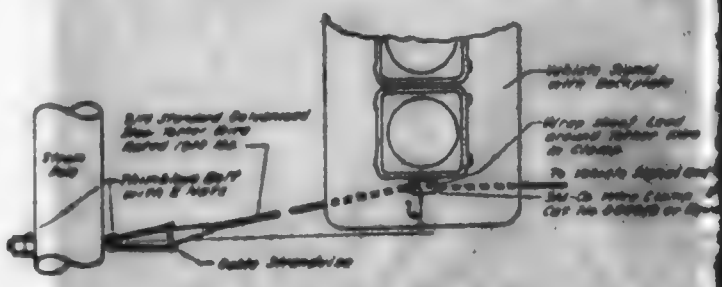


L E G E N D

Install (Ph) phase vehicle detector loop

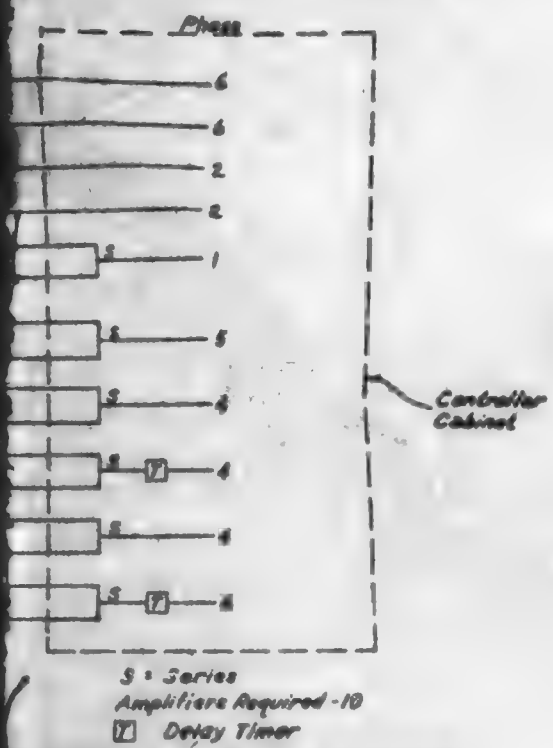
Install (Ph) phase loop detector lead cable

Ph = Phase shown

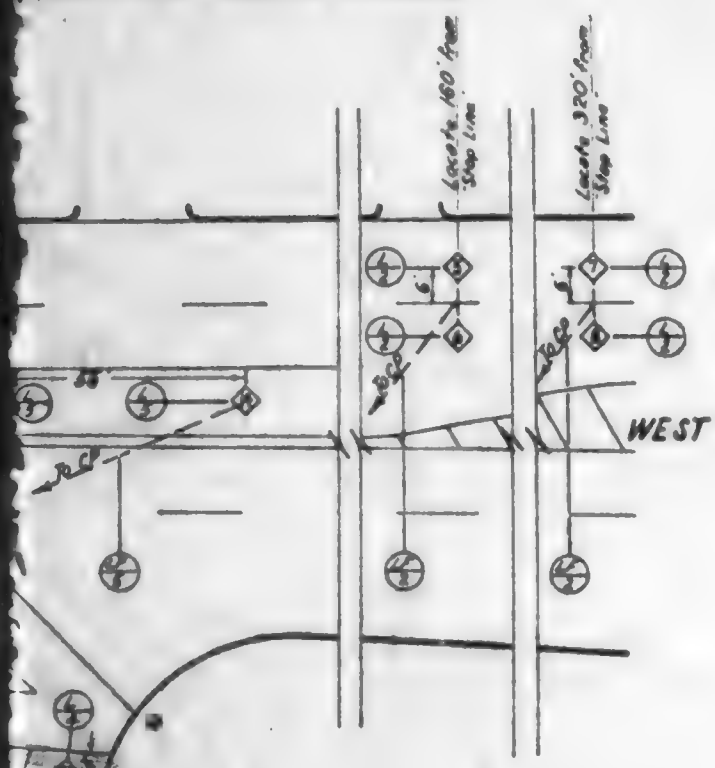


TETHER WIRE DETAIL

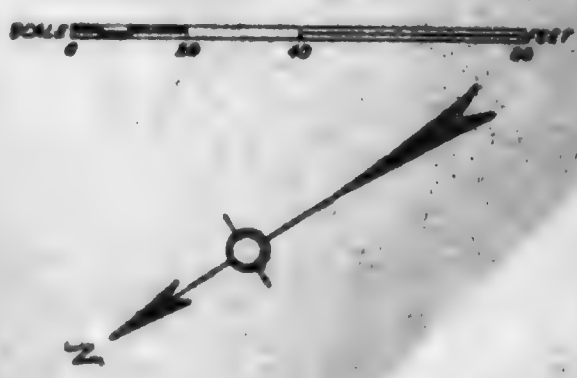
9/25/78 DATE	OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION
	TRAFFIC SIGNAL INSTALLATION PACIFIC HWY. W. AT S.W. McDONALD RD. PACIFIC HIGHWAY WEST WASHINGTON COUNTY
	DATE, drawn 1978



DETECTOR WIRING DIAGRAM



DETECTOR PLAN

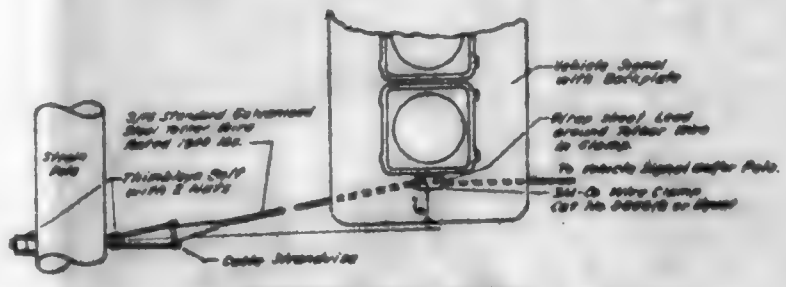


L E G E N D

Install (Ph) phase vehicle detector loop

Install (Ph) phase loop detector feed cable

Ph = Phase shown



TETHER WIRE DETAIL

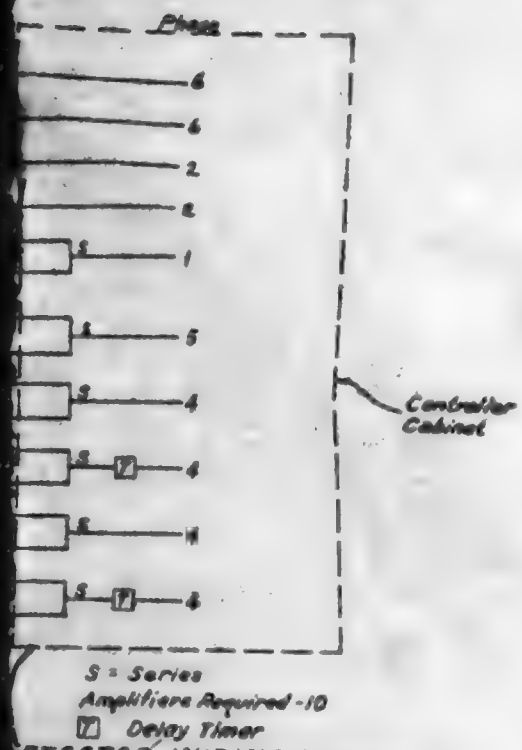
9/25/78
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. W. AT. S.W. McDONALD RD. (TIGARD) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

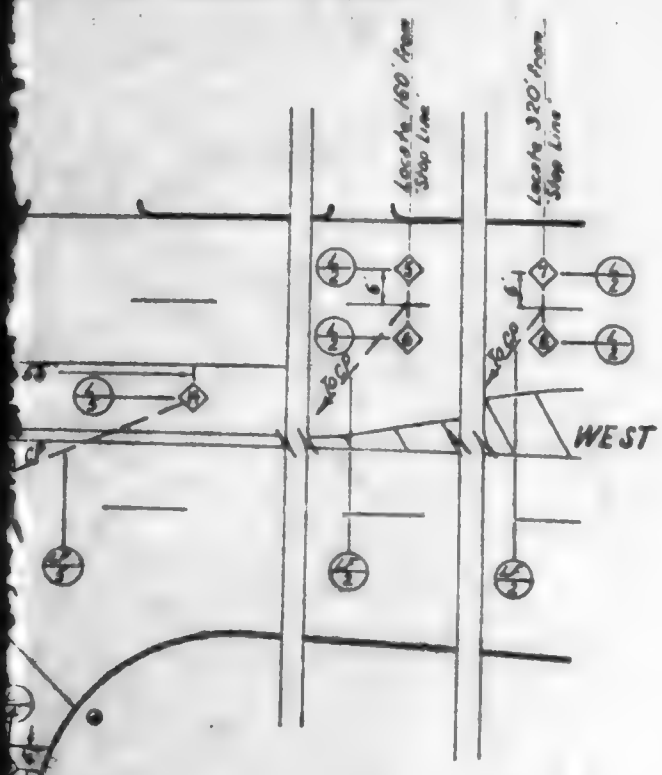
DATE: July 1978

No. 4357



S = Series
Amplifiers Required - 10
[7] Delay Timer

ETECTOR WIRING DIAGRAM



NOTE: All loops to be centered in travel lanes, except where otherwise noted.

Easement Required

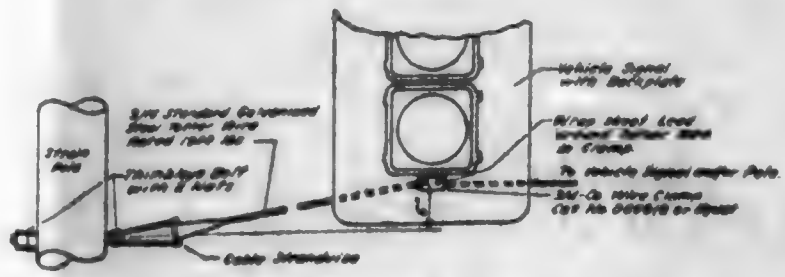
DETECTOR PLAN

L E G E N D

Install (Ph) phase vehicle detector loop

Install (Ph) phase loop detector feed cable

Ph = Phase shown



TETHER WIRE DETAIL

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. W. AT. S.W. McDONALD RD. (TIGARD) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

Traffic Engineer
9/25/72
DATE

Date July, 1972

No. 4357

8837

ENVIRONMENTAL REVIEW CHECKLIST

1W

ALL CLEAR 7/26/78
Donald L Rout

10-26-78 Bid Letting
4-28-77 Bid Letting

All Clear Deadline

SECTION Pac. Hwy. W @ SW McDonald (Tigard)
Highway Pacific West
County Washington Region
Type of Work Signal (3 pb) Funds Trans T-Key
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Recommending non-major
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8837

STATE OF OREGON

INTEROFFICE MEMO

TO: Gerald Wimer, Manager
Local Government Section
Attn: M. C. Holmes

DATE: May 16, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Signalization Project
Pacific Hwy. W @McDonald St. (Tigard)
Pacific Hwy. W, Washington County

As a result of a proposed commercial development and a road approach for this development, it has become necessary to revise the plans for this project from a 3-phase to a 5-phase installation. As this will be solely for the benefit of the developer, we believe that they should be responsible for the difference in cost of a 3-phase to a 5-phase signal. This amount has been calculated to be $13,400.

Would you please prepare an agreement between the developer (Oak Hill Investment Co., 7941 S.E. Johnson Creek Blvd., Portland 97206) and the State, requiring the developer to pay to the State the sum of $13,400 at the time the contract is let for this project.

If further information is needed, please let us know.

L. E. George
Traffic Engineer Supervisor

BET:rah
Attachment
cc: Bill Geibel w/att.
E. L. Hardt
Max Klotz
Ron Failmezger

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 24 1978
TAA Holmes File: PM FA LG OP

Draft to typist 6-1

81-125-1387

8837

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]OF-9-3(5)

STATE PROJECT NO.
See Below

COUNTY NAME
Washington

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80113

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	1-12-78	Primary 9
		STATE ROUTE NUMBER: Primary 1 W

GENERAL LOCATION:

"Pacific Highway West at SW. McDonald Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☒ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-4-78 letter, you are now authorized to proceed with the actual acquisition of right of way as outlined on maps attached to request. TEC NTE $5,000 - F.F. $4,290.

Federal participation is limited to that right of way actually incorporated in the final location.

Swan
1-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-18-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8837

Fred Erickson
Rd. Design
IW

FORM E-301

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE December 21, 1977

TO FRANK LOWE
Condemnation Supervisor
Salem, Oregon

FROM KENNETH ROLFE
Region R/W Supervisor
Region I - Milwaukie

SUBJECT McDonald Avenue Intersection
Pacific Highway West
Washington County
City of Tigard

The following is the estimated cost of R/W:

LAND	$ 1,700
IMPROVEMENTS (Pavement, curb, sign, and yard light)	2,200
DAMAGES	-0-
TOTAL	$ 3,900

This estimate assumes we will not have to buy or move the 10,000 gallon underground tank located under the concrete slab.

KR:kc

cc R. Cameron
F. Erickson

REFERRED TO
Beard Dorn
Cole Sample
Eriksen F.E. Watson
Hager Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 23 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8837

IW

Salem, Oregon
November 22, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50016 - Luther
Pacific Hwy. West at S.W. McDonald
St. Section
Pacific Highway West
Washington County

Attached is a description, an authorization and R/W prints for the subject project, which is scheduled for the 3rd quarter of 1978.

BY:

Floyd O. Scott
R/W Assoc. Engineer

FOS:mg

Attach.

8837

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Pacific Highway West At McDonald Avenue

DATE: October 11, 1977

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 24 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as prescribed~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10/20/77

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Ed Hardt, Reg. 1
W. W. Geibel, Dist. 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
G. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7708 2 1320

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
M.C. CARTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

8-26-77
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

...es Division
Dept. of Environmental Quality
RECEIVED
AUG 31 1977

PNRS STATE REVIEW OCT 07 1977

Project #: 7708 2 1320 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Implementing agency should consult with DEQ about applicability of Indirect Source Rule.

Agency DEQ By Anthony J George Jr

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 1320 Due Date: OCT 07 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency [illegible] By [signature]

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the City of Tigard comprehensive plan and efforts to update the plan (i.e. the City's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #2 (Land Use Planning), #12 (Transportation) and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

EH:cg
8/31/77

8837

File 34-1452
IW

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE October 6, 1977

TO Lou Spisla
Project Coordinator
M E T R O

FROM Marvin G. McEldowney
Senior Acquisition Agent
Milwaukie

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 3 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

SUBJECT RIGHT OF WAY COST ESTIMATE
McDonald Avenue Intersection
Pacific Highway West
Washington County
City of Tigard
Prefix: 34-1452-913

The estimated right of way cost is $2,800*.

Land	-	120 s.f.	@	$6	=	$ 720
Pavement	-	120 s.f.	@	$1	=	120
Curb	-	40 s.f.	@	$3	=	120
						$ 960
					SAY =	$1,000
Sign & yard light					=	1,800
TOTAL ESTIMATED R/W COST					=	$2,800

*If signs and yard light is relocated, the total R/W cost will be $1,600.

REFERRED TO

Beard Dorn
Cole Sample
1 Eriksen RE Watson
Hager Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

MM:kf

cc Versteeg

Please add to estimate previously submitted from this office
R.E.

7-11 MARKET

7-11 Sign

Top C.B. 282± F.L. 299±
Gas Line Riser
14" Cottonwood Tree

Curb
Landscaping
Curb
Flood Light
Pine Tree

UNION GAS STA.

Pine Tree

Phil Shanedling Investment Co. Bk. 435 Pg. 524

unable to locate inlet to pipe

MUSTANG SERVICE STATION

Conc. Slab
6M Gal
4M Gal

Conc. Island
Pump
Pump Island

Conc. Island
Pump Column

10 M Gal

Top C.B. 277± F.L. 274±

20'

Curbed & Landscaped Island

Gas Vent

Pine Tree

Beginning of Plan

Beginning 1st 20 Plan

Gas Valve

10 Gal

36' Drwy.
35' Drwy.
40' Drwy.
C.B.
C.B. F.L. 277±
C.B. F.L. 281±

99 W

Top M.H. 279± F.L. 274±

San. M.H. 280± F.L. 273±

Painted Stripes

Curb

Kanotek underground Cable

Water Line 2" Gas

39' Drwy.

W.V.
F.H.

Wood Frame Bldg.

Wood Frame Bldg.

Top C.B. 278± F.L. 276±

HO.

13' Drwy.

I.P. Prop. Cor.

W.V.
W.V.
Riser

2a Drwy.

House

L1 146+23.77 P.S.C.

L1 144+80.44 P.S.C.

(#2) 8837

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 26, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
AUG 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Pacific Highway West at McDonald Ave.
Highway: Pacific Hwy. West
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Sept. 26, 1977.

NOTED
H.S.COULTER

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 ; E. L. Hardt
District 2; W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT: Department of Transportation [45 | 46] DIVISION: Highway [79

03 12] APPLICANT ADDRESS STREET: ODOT Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310

04 12] CONTACT PERSON: D. H. Moehring [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Pacific Highway West at McDonald Ave. [71

11 12] PROJECT LOCATION—CITY: Pacific Hwy. West Tigard | PROJECT LOCATION—COUNTY: Washington | PROJECT LOCATION SEC: T: R: [79

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Proposal is to provide a 3 phase actuated traffic signal, improve curb radius [71

07 12] and lengthen right-turn lane on McDonald Ave. [71

08 12] (See Attachment) [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS (A) Grant [19	20] (B) Other [27	NON-FEDERAL MATCHING FUNDS 28] (C) State [35	36] (D) Local [43	44] OTHER (E) FUNDS [51	52] TOTAL (F) FUNDS [60
43,000	-	7,000	-	-	50,000

12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: US Dept. of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No ☐ 30 Date: Aug. 26, 1977	Yes [X] 31 No ☐ 32	Yes ☐ 33 No [X] 34	Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sept. | 43] DAY [44: 26 | 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Const.

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 26, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of nonmajor environmental impact under Oregon's Action Plan.

CATEGORY
3.. PROJECT
NON MAJOR

TQF-9-2(1)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Pacific Highway West at McDonald Avenue
Date June 28, 1977
Unit (if appl) _____
County Washington
City Tigard
Highway Pacific Highway West
State Hwy. No. 1W
Termini: M.P.(if appl) N/A
Length N/A
Region I
Construction Estimate _____
Program Amount

B. Purpose of Project: To improve traffic safety at this intersection.

C. Origin & History of Project: This project appears very high on the statewide traffic signal priority listing.

D. General Description of Project: Provide a 3 phase actuated traffic signal. Improve curb radius in the northeast quadrant of intersection and lengthen right-turn lane on McDonald Avenue. Two mercury vapor illumination units are to be mounted on the signal poles.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 4 ; Med. yes ; Shldrs. yes ; Parking no
(Hwy. 1W) Proposed: No. Lanes 4 ; Med. yes ; Shldrs. yes ; Parking no

Traffic: Existing Facility: Existing ADT 22,600 ; Projected ADT _____ ; Yr. _____
(Hwy. 1W) Existing Level of Service _____

Proposed Facility: Projected ADT _____ ; Yr. _____
Projected Level of Service _____

Right of Way: Additional anticipated x (Yes, No); if yes, give approx. No. Parcels _____

1,200 square feet _____; Type of Relocation Req. none; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

No involvement

Local City, County or COG priorities of project:

Not identified

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located on a gentle slope in an area of rolling hills. No significant vegetation is found in the immediate impact area.

2. Cultural: A small node of vehicle oriented commercial activity, consisting of 2 gas stations and a 7-Eleven grocery, abut the project. An unused super market structure, several degraded residential structures, and a vacant lot also occur in the immediate vicinity. The surrounding land use beyond, is predominantly single family residential and appartments. Noise at the project site is typical of a heavily used major highway setting. One or two utility poles may have to be relocated.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Removal of a small strip of a service station's paved area, relocation of the station's sign and separate illumination pole, and the possible relocation of two of the stations buried fuel storage tanks. These impacts are not expected to alter the stations commercial viability.

2. Estimated Impact on Traffic Patterns: Traffic movements at this intersection will be regulated by a signal.

Consequences--Air Quality, Noise, Safety, etc.: Improved vehicle and pedestrian safety.

3. Estimated Impact on Land Use: No significant impact.

Consequences:

4. Expected Impact on Natural Ecological Resources: No significant impact.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: No significant impact.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - As with any traffic signal, traffic flow will be slightly impeded, however, this is not expected to have a significant impact on existing air quality. This project may not require an Indirect Source Permit per ODOT/DEQ interagency agreement.

b. Noise Standards - FHPM 7-7-3 Noise Report. The existing noise condition should not be significantly affected. Current noise levels are typical of these along busy streets. The minor intersection modification will not result in perceptable increases in the traffic noise levels. No mitigation work is deemed necessary or possible.

c. Water Quality Standards - No change

d. Area Land Use and Transportation Plans, and Zoning - Consistant. The project would not result in any change.

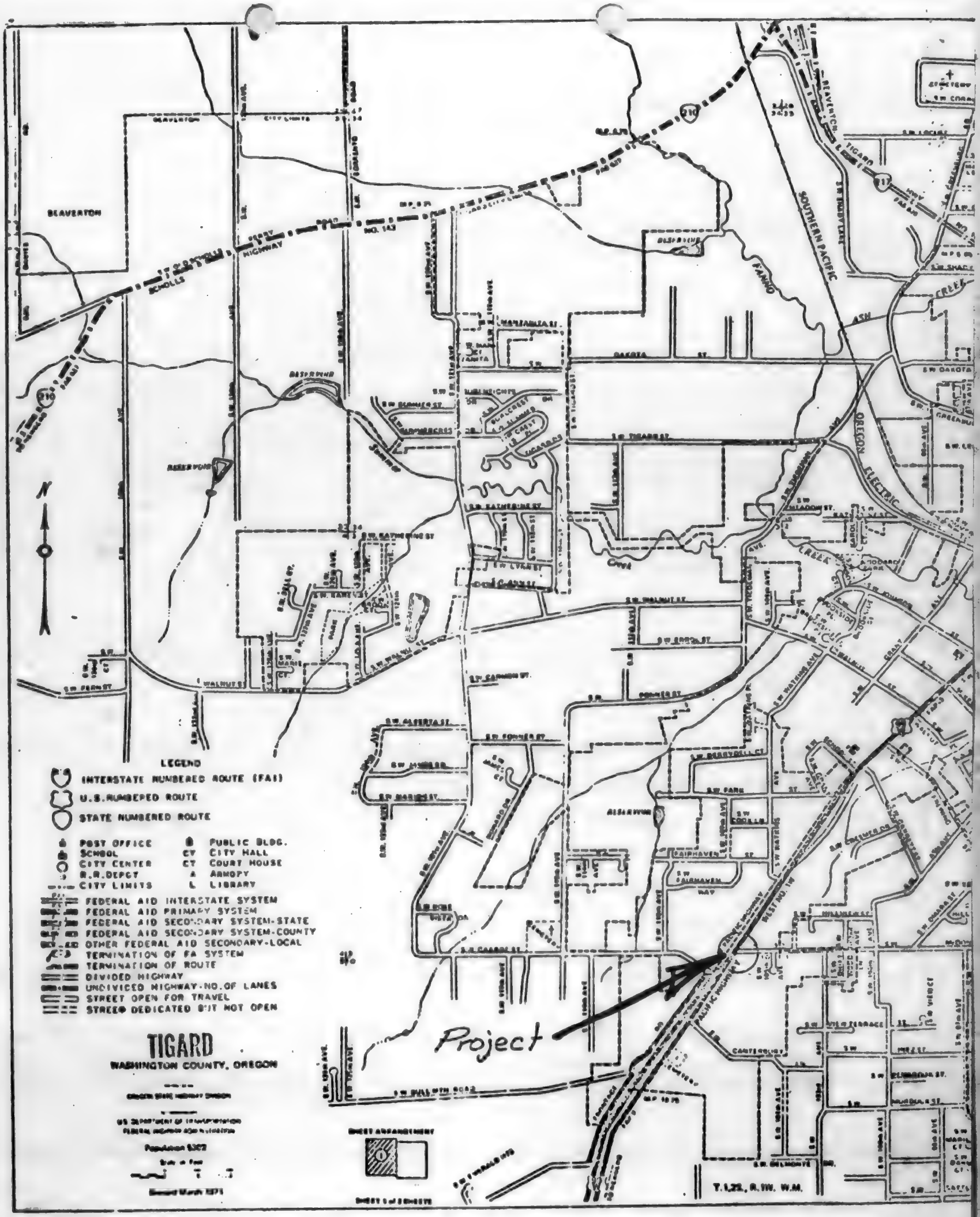
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: A project of this type would normally be processed as a Statewide Assessment. However, due to a small amount of required right-of-way, an assessment has been prepared recommending a non-major action.

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4


BEAVERTON
SCHOLLS
HIGHWAY
RESERVOIR
SOUTHERN PACIFIC
FANNO
CREEK
OREGON ELECTRIC
Project
N
LEGEND
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
TIGARD
WASHINGTON COUNTY, OREGON
SHEET ARRANGEMENT
T.1S., R.1W. W.M.

8837

August 5, 1977

City of Tigard
City Hall
Tigard, OR 97223

MISC. CONTRACTS and AGREEMENTS No. 6129

Attn: Doris Hartig
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the installation of traffic signals on the Pacific Highway West at McDonald Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

8837

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: August 2, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Pacific Highway West at
McDonald Avenue
Washington County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Troul

RECEIVED
AUG 2 3 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

APPROVED
E.S.H.
DEPUTY STATE HIGHWAY ENGINEER
Date 8-3-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1: E. L. Hardt
District 2: W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 20, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project TUF-9-2(-)
Project Assessment
Pacific Hwy. West at McDonald Ave.
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 6, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Koppe
G. L. Green
for

cc:
ODOT (Potter)
" (Laux)
OSHD (Region 1, Markham)

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BEN GIFFORD

8837

ROBERT W. STRAUB
GOVERNOR

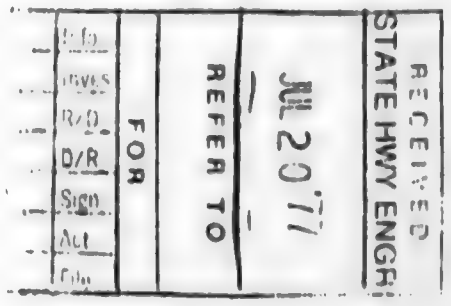
Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 18, 1977

Telephone 238-8226



LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

Seven signalization projects have been identified for an accelerated program, funded through State Transitional Quarter funds, on various state highways in the CRAG area. These signalization projects rank high on the statewide traffic signal priority list and are shown in the Special Supplemental Preservation Project section of the Six Year Program for funding in FY78 and 79. These projects, which are being accelerated for immediate implementation, are as follow:

1. Nyberg Road Interchange (Ramp Terminals), Pacific Highway (I-5) - 2 signals estimated at $150,000.

2. Jantzen Beach Interchange, Pacific Highway (I-5) - 2-phase signal estimated at $36,000.

3. McDonald Road (Tigard), Pacific Highway West - 3-phase signal estimated at $81,000.

4. 170th Avenue (Washington County), Tualatin Valley Highway - 3-phase signal estimated at $62,000.

5. 22nd Avenue (Milwaukie), Pacific Highway East - 2-phase signal estimated at $59,500.

6. Greenburg Road Interchange (Ramp Terminals), Beaverton-Tigard Highway - 2 signals estimated at $80,000.

7. Nyberg Road (Tualatin), Beaverton-Tualatin Highway - 3-phase signal estimated at $44,000.

For information, a signalization project for 170th and Farmington Highway is also begin accelerated through our Title II program.

The project requests for the seven signalization projects are being introduced for consideration at the July 22, 1977, TTAC meeting. Additionally, by copy of this letter, TTAC members are being advised of

our proposed request to incorporate the seven signal projects in the FY77 element of the TIP.

Your assistance in incorporating these projects in the Annual Element is requested. Due to the potential for early implementation, CRAG Board approval is needed in order for the projects to receive P. S. & E. approval late this summer.

These projects were included in our response to Mr. Ockert's solicitation letter for projects to be incorporated in the CRAG Transportation Improvement Program, shown in later funding years.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

~~Attachments~~

cc: TTAC Members
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg
E. L. Hardt
L. E. George
B. L. Gifford
Robert Judson
M. C. Holmes
G. A. Potter

8837

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 3, 1977

TO: L. W. Rulien
Program Management Engineer

ATTN: G. N. Hopkins

SUBJECT: Request for Power/Maintenance Agreement

Mr. Klaboe has requested that we contract a job from the Special Supplemental Preservation Program utilizing the Turnkey Concept. This will mean that the contractor will both design and install the signals. The design plans will have to be approved by this office prior to installation. The following project will be done in this manner and has been scheduled for the July letting. Would you please prepare the standard Power/Maintenance Agreement for this intersection.

Pacific Highway W. @ McDonald Rd. (M.P. 10.36)
in the City of Tigard

This project is to be funded with Transition Quarter Funds and there will be no cost to the local jurisdiction for the original installation.

Copy to:
5-5-77
Maine
pls do.
H

Very truly yours,

L. E. George
Traffic Engineer

RDT:rw

cc: F. B. Klaboe
E. S. Hunter
E. L. Hardt

PROJECT MANAGEMENT
MAY 4 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

NOTED
MANNOR C. HOLMES

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1978 Clackamas R.R. O'Xing- 8838
SE 110th, Clackamas Hwy N. of
Oregon City. (grad. & pav.)

8838

CON 5
#8838

October 8, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8838 awarded to Dennis V. Snyder for work on the Clackamas RR O'Xing-S.E. 110th Avenue Section of the Clackamas Highway in Clackamas County was completed on June 18, 1979 and accepted by the State Highway Engineer on October 5, 1979.

Final payment in the amount of $7,424.97 will be released to the contractor after October 15, 1979. The total contract amount is $148,204.90 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Dennis V. Snyder
P. O. Box A
Clackamas, OR 97015

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8838

171

ROAD DESIGN SECTION

W. E. Hoffman
Resident Engineer

October 1, 1979

From: Lyle K. Watson
Design Engineer Supervisor

Subject: Clackamas RR O'Xing-S.E.110th Avenue
[redacted] Highway
Clackamas County

We have reviewed your construction narrative report. We note that Class "B" A.C. was substituted for the planned cement treated base.

LKW:ja

cc C. T. Keasey
Ed Hardt

Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 0 2 1979
ROAD DESIGN SECTION

file

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FORM 81-734-3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

July 9, 1979

FILE:

FROM: W.E. Hoffman
Res. Engr.

SUBJECT: Narative Report
Clackamas R.R. O'Xing-S.E. 110th. Av.
Contract No. 8838
Clackamas Hwy
County

TO: File

Subject project widened and paved the shoulders on the Clackamas Hwy. to allow for 2 lanes of traffic and a continuous left turn lane.

The contract was let Nov. 21, 1978; work started on March 20, 1979 and was completed on June 18, 1979 being within the allowed time.

Utilities: These were the big problem on this project. Major relocation on power, phone, water, and gas lines were under taken during the life of the project. The power and phone relocations were required by this project. All relocations were made to be compatable with the future 4-lane project being planned for the area. Two large telephone cable conduits had to be left in the manhole at Sta. 302+80 as they lay directly over the existing crosspipe we broke into. It was possible to make the manhole functional without having to relocate the conduit.

Traffic Control: Traffic is very heavy on this highway and any brief obstruction piles it up. Construction work was controlled by flagmen with no particular difficulties although traffic was usually slowed to a crawl. No known accidents occured from this operation. The big problem was caused by utility operations in the area which did cause substantial delays, usually blamed on us. Utility contractors also made open trench crossings in defiance of permit and without permit, the roughness of which we also heard about.

Drainage: Two longitudinal runs of state furnished storm sewer pipe were installed as price agreement work which had been intended to be placed by Maintenance forces but which the severe winter had precluded them finding time for. Contract drainage went in without problem.

Surfacing: The Contractor was allowed by price agreement to substitute Class B A.C. for the specified C.T.B. at bid price. A C.T.B. plant was not available to them. This made working in traffic a lot easier.

Final paving was not particularly smooth since it was on the shoulders matching them to the existing road and to its irregularities.

Guard Rail: This work was without incident.

REFERRED TO
Beard, Stoudenmayer, Cole, Semple, Brisen, Wenner, Hiser, Dorn, Lee, Bacon, Dixon, Da Pitt Casy, Da
BY FINAL DESIGN ENGINEER
Please file

WEH/wh

cc; file

Verstoeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
JUL 23 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

W.E. Hoffman
Res. Engr.

OREGON STATE HIGHWAY DIVISION

STATEMENT OF OVERRUNS AND UNDERRUNS

Section Clackamas R.R. O'xing - S.E. 110th Ave. Contract No. 8838

Highway Clackamas Prefix 103-1139

Contractor Dennis V. Snyder Federal Aid No. State

CONTRACT AUTHORIZATION		FINAL COST		
Contract Ammount	$ 163,408.50	$ 148,189.40	9.3%	Under
Contingencies	$ 8,180.03	$ 0	0 %	~~Over~~ ~~Under~~
Engineering	$ 16,360.07	$ 20,500.00	25.3%	Over
Addn'l Auth.	---------	-------	%	~~Over~~
Total Authorization	$ 206,318.60	Total Final Cost	$ 170,509.40	

EXPLAINATION OF OVERRRUNS AND UNDERRUNS

Item No.	Item	Bid	Final	%	Under or Over
1	Mobilization	100%	100%		
2	Temporary Protection and Direction of Traffic.	100%	100%		
3	Temporary Signs	250	153	40	Under
	Used all that was needed.				
4	Temporary Barricades	2	2		
5	Temporary Plastic Safety Markers.	65	65		
6	Flagmen	340	448	32	Over
	Additional time was needed for adequate traffic control.				
7	Clearing and Grubbing	100%	100%		

Contract No. 865

Ite.. No.	Item	Bid	Final	%	Under or Over
8	Removal of Structures and Obstructions.	100%	100%		
9	Ditch Excavation	95	21.65	77	Under
	Apparent error in Plans.				
10	General Excavation	2,435	1,408.3	42	Under
	Excavated as to Plans.				
11	Trench Excavation	105	734.9	700	Over
	Overrun due to inclusion of P.A. #4				
12	Watering	50	None	100%	Under
	None needed				
13	Aggregate Shoulders	500	147.4	71	Under
	Used all that was needed				
14	Cement Treated Base Mixture	4,000	None	100%	Under
	See P.A. # 4				
15	Portland Cement in C.T.B. Mixture.	220	None	100%	Under
	See P.A. # 4				
16	Class "B" Asphalt Concrete	1,390	996.7	28	Under
	Used all that was needed				
17	12 inch Culvert Pipe	124	126	2	Over
18	18 inch Culvert Pipe	8	8		
19	12 inch Sewer Pipe	200	198	1	Under
20	21 inch Sewer Pipe	60	66	10	Over
21	24 inch Sewer Pipe	6	8	33	Over

Contract No. 8838

Item No.	Item	Bid	Final	%	Under or Over
22	Extra for Pipe Under Pavement	180	496	176	Over
	Overrun due to inclusion of P.A. # 4				
23	Concrete Manholes	1	1		
24	Concrete Inlets, Type G-2	9	9		
25	Guardrail, Type 2A	275	275		
26	Guardrail Anchors, Type 1	1	1		
27	Rail end pieces, Type C	1	1		
28	Extra for Asphalt Approaches	24	25	4	Over
29	Setting Mailbox Posts	4	6	50	Over
P.A. 3	Haul and Install State Furnished Pipe.	1,412	1,406		
P.A. 4	PMFB & CL B AC DOC DEL B.I. 14 & 15	4,000	2702.7	32	Under
	Used all that was needed. This reflective of Bid Item # 10, General Excavation				

8838

NOTICE TO ALL INTERESTED PARTIES OF LIABILITY FOR CONSTRUCTION LIEN

TO: State of Oregon Dept. of General Services
Property Division - Att: Robert C. Elgin
General Services Building
Salem, Oregon

This is to notify you as owner of the property

located at on State Highway 212 in Clackamas

that payment has not been received for materials delivered to said property on June 1,

19 79, at the request of D. V. Snyder Contractor
and therefore there is a possibility that a construction lien will be filed on the property ten days from the date hereof.

It would be to your best interest either to make payment in full at this time or to verify that payment in full has in fact been made for these materials so that the filing of a construction lien will not be necessary.

OWNER _____

We do appreciate your patronage and hope to serve you again, and this notice is in NO WAY A REFLECTION ON THE INTEGRITY OR CREDIT STANDING OF EITHER YOURSELF OR YOUR CONTRACTOR but is necessary in the normal course of doing business.

Please do not hesitate to call on us if there is anything about this notice that you do not understand or if we can be of any further assistance to you.

K & R Plumbing Construction Co., Inc
k
658-3161 - Bill Fitch

Mailed at Portland, Oregon On August 20 19 79 .

Job # 3077

Contract 8838

NOTED
C. W. HEAD

[redacted]
C.B.D.S.C.
P.O. Box ~~13348~~ 13545
Portland, Oregon 97213

8838

STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clackamas R.R. O'Xing-S.E. 110th. Avenue	WEEK ENDING: July 7, 1979	
HIGHWAY: Clackamas	SECTION PREFIX: 103-1139	COUNTY: Clackamas
NAME OF JOB: Clackamas R.R. O'Xing-S.E. 110th. Ave.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Dennis V. Snyder Co.	CONTRACT NUMBER: 8838	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 21, 1978	DATE WORK STARTED: March 19, 1979	ESTIMATED COMPLETION DATE: June 18, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 135	CALENDAR DAYS USED: 110
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 81.5
PROJECT AUTHORIZATION: $206,318.60	ENGINEERING AUTHORIZATION: $16,360.07	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $189,958.53	ENGINEERING COST TO DATE: $20,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.5
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $170,000.00		DATE PROJECT WAS COMPLETED: June 18, 1979
ESTIMATED PERCENT OVERRUN / UNDERRUN: 9.5%	PERCENT OF AUTHORIZATION: 125 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.56	0.56			0.56
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,435 CY	4,000 TON			1,390 TON
TOTAL QUANTITIES CORRECTED TO DATE	1,410	2,700			997
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,410	2,700			997
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Fair	0		
TUESDAY	Clear	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Clear	0		
FRIDAY	Fair	0		
SATURDAY		0		

RECEIVED
JUL 9 1979
CONSTRUCTION BRANCH

Kassey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7/1 SUNDAY	No activity.
7/2 MONDAY	No activity.
7/3 TUESDAY	No activity.
7/4 WEDNESDAY	No activity.
7/5 THURSDAY	No activity.
7/6 FRIDAY	No activity/
7/7 SATURDAY	No activity.

REMARKS

SUMMARY: No activity.

ANTICIPATED NEXT WEEK: Continue office work on Semi-Final.

SIGNED W.E. Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

FOR RESIDENT SUBMIT ... WHEN BR DOES AND GRAD NG BOTH ARE INVOLVED SUBMIT 3 COPIES

8838

Victor Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1979

Dennis V. Snyder
Post Office Box A
Clackamas, OR 97015

Re: Clackamas RR O'xing-S.E. 110th Avenue
Contract No. 8838
Revision of Subsection 403.34 of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C. T. Keasey
Asst. State Highway Engineer

NOTED
H. S. COULTER

CTK:fr

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
Willard Hoffman
John Jenkins

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret

Form 81-734-3122 (Rev. 7-77)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

Dennis V. Snyder
Post Office Box A
Clackamas, OR 97015

Re: Clackamas RR O'xing-S.E. 110th Avenue
Contract No. 8838
Delete Subsection 403.34 of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
Willard Hoffman
John Jenkins

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8838

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 20, 1978

Dennis V. Snyder
P. O. Box A
Clackamas, OR 97015

Dear Mr. Snyder:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8838 for work on the Clackamas Railroad Overcrossing-S.E. 110th Avenue Section of the Clackamas Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Willard Hoffman

8138

November 22, 1978

Dennis V. Snyder
P. O. Box A
Clackamas, OR 97015

Dear Mr. Snyder:

Enclosed are three copies of Contract No. 8838 awarded to you on November 21 for work on the Clackamas Railroad Overcrossing-S.E. 110th Avenue Section of the Clackamas Highway in Clackamas County in the amount of $163,408.50.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1979, as outlined in the Standard Specifications for Highway Construction, Section 108.08(c), page 71.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
Ed Hardt
Willard Hoffman

8838

Form No. 81-734-1370

OREGON STATE HIGHWAY DIVISION

NOTICE

11-7-78

NUMBER: CON 78-23	Page 1 of 1
EFFECTIVE DATE: January 1, 1979	
CANCELLATION DATE: January 1, 1980	

OFFICE: Construction Branch

Issued By: C. F. Kersey
(SIGNATURE)

Construction Engineer
(TITLE)

DISTRIBUTION:

REGION ENGINEERS
RESIDENT ENGINEERS

SUBJECT: Closing Dates for Progress Estimates

New closing dates for progress estimates have been established as follows:

REGION	CLOSING DATE
1	Last Day of Month
2	5th Day of Month
3	10th Day of Month
4	10th Day of Month
5	5th Day of Month

As in the past, five additional days will be allowed for preparation and submission of the estimates, making the submission dates the 5th, 10th and 15th respectively.

The above closing dates will be effective with Contract No. 8838, also they should be used for ongoing contracts effective with estimates submitted in January, 1979 (for work performed in December) unless the contractor has some objection.

The above procedure will distribute the work load more evenly in the Contract Payments and Contract Accounting Units.

RDC:mk:fr

cc: H. S. Coulter
V. E. Skoog

RECEIVED
STATE HWY ENGR
NOV 7 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Stat | Act | File

NOTED
H.S. COULTER

8838

171

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 18, 1978

FILE:

FROM: L. K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Clackamas Railroad Overcrossing-
S.E. 110th
Clackamas Highway
Clackamas County

The existing roadway will be widened to provide a 14 foot median. Two illuminaire poles, Sta. 285+40+, Rt., and 294+00 Lt., will require relocation. Maury Payne, District Engineer, will move these two illuminaires with maintenance forces rather than a contract bid item and at no cost to the project.

LKH:ab
cc: R. N. Bothman
E. L. Hardt
L. L. Wallace
Jack Sullivan

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 18 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

8838

171

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/18/78
Donald L. Root

11-16-78 Bid Letting _____ All Clear Deadline

SECTION Clackamas RR O'Xing - SE 110th Ave
Highway Clackamas
County Clackamas Region 1
Type of Work Fred Meyer Channel Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS					
Negative Declaration					
Project Assessment					
Write-off Letter					
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study	X				

N/A State Funds

1978 W.C.L.-Calvin St. Sec., 8839
6th St. in Columbia City.
(grading & paving)

C+A 6234 10-5-77

PE-AD 458- $1050 $250.00
CC 1844

Const. AD 532 $7900 $2000
CC 1948 -

1150
7900
9050

8839

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-29-80	CC-2097	

CREDIT DISTRIBUTION
305-1935
305-1089

BILL TO: Code:

City of Columbia City
City Hall
Columbia City, Oregon 97018
Attn: Mrs. Velma VanDolah, City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: W.C.L. - Calvin Street, and "E" Street-"H" Street Section on 6th Street. Project No. SOS-0502(1)			
Federal Funds Collected			$49,447.41
City Advance Deposit			8,950.00
Less Cost of Project			57,668.71
REFUND DUE CITY			$ 728.70
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	1,050.00 ~~$ 7,900.00~~
Advance Deposit Previously Transferred to Highway Fund	6950.00 ~~$ 6,700.00~~
Balance	2000.00 ~~$ 2,250.00~~
Transfer to Highway Fund	1271.30 ~~$ 1,521.30~~
Refund Due	$ 728.70 ✓
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC-1844, CC-1948

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 29, 1980

CITY COLUMBIA CITY Contract No. 8839 Date Completed May 22, 1979

PROJECT # SOS-0502(I) Section W.C.L. - Calvin Street on 6th Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.	(Federal Participation)	$ 9,554.06
Construction		
Payment to Contractor	(Federal Participation)	$43,294.24
Engineering		4,820.41
		$48,114.65
Less Federal Funds Collected		49,447.41
Less City Advance Deposit		8,950.00
Total Cost of Project		57,668.71
REFUND DUE CITY		$ 728.70

Reference: Billing Form CC 2097

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	WCL-Calvin St. (Columbia City) Section City Street (6th St.) Columbia City Columbia County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 9,554.06	
	Construction Type Code 6201 Roadway (Sta. 43+86.64 To Sta. 59+00) Final Contract Payment Summary	Lump Sum			43,287.20	
	Construction Engineering State	All Required			4,809.91	
	Total Participating Costs				$57,651.17	
	Nonparticipating Items Interest Paid to Contractor	All Required			7.04	
	Construction Engineering	All Required			10.50	
	Total Nonparticipating Costs				$ 17.54	
	TOTAL COSTS				$57,668.71	

Prepared based on participating costs as shown on Federal Billing as of 10/31/80.

305-1935

305-1089

48,114.15
9,554.06
57,668.71

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.
STATE VOUCHER NO.
DATE
FHWA SCHEDULE NO.
PAID BY

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER PERIOD 305-802(1) From: 6-29-78 To: 6-27-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$57,448.71	$57,661.17	85.77%	$49,447.41	$49,447.41	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		11-20-80

V.E. Shaw, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

	305	1932	922	00 P 1		
	305	1932	923	00 P 1		
			TOT	P1		
			** JOB TOTALS **			**

WCL-CALVIN-H ST (COLUMBIA CTY CONT NO			* FA PROJ NOS SOS 502001 100			
	305	1935	295	00 N 9		
	305	1935	296	00 N 9		
	305	1935	298	00 N 9		
	305	1935	901	00 P 1		
	305	1935	905	00 P 1		
	305	1935	910	00 P 1		
	305	1935	911	00 P 1		
	305	1935	914	00 P 1		
	305	1935	920	00 P 1		
	305	1935	921	00 P 1		
	305	1935	922	00 P 1	3. 24CR	
	305	1935	923	00 P 1		
			TOT	P1	3. 24CR	
			** JOB TOTALS **		3. 24CR**	

RAINIER-D ST-H ST	CONT NO		* FA PROJ NOS SOS 504001 100			
	305	1936	295	00 N 9		
	305	1936	296	00 N 9		

TOTAL TO DATE JOB COST SUMMARY NOVEMBE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	F YEAR
	305	1936	298	00 N 9		
	305	1936	901	00 P 1		
	305	1936	904	00 P 1		
	305	1936	905	00 P 1		
	305	1936	911	00 P 1		
	305	1936	914	00 P 1		
	305	1936	920	00 P 1		
	305	1936	921	00 P 1		
	305	1936	922	00 P 1		
	305	1936	923	00 P 1		
			TOT	P1		
			** JOB TOTALS **			**

N 11TH ST-WYETH ST	CONT NO		* FA PROJ NOS M		000015 100	
	305	1941	296	00 N 9	1,638. 24CR	
	305	1941	298	00 N 9	1,638. 24	
	305	1941	901	00 P 1		
	305	1941	904	00 P 1		
	305	1941	905	00 P 1		
	305	1941	910	00 P 1		
	305	1941	911	00 P 1		

305	1932	922	00 P 1				33.99	
305	1932	923	00 P 1				4,320.74	
		TOT	P1				4,320.74	**
		** JOB TOTALS **		**		**		

STATE

OLUMBIA CTY CONT NO * FA PROJ NOS SOS 502001 100

305	1935	295	00 N 9				800.00
305	1935	296	00 N 9				8,948.00CR
305	1935	298	00 N 9				8,148.00
305	1935	901	00 P 1				5,002.58
305	1935	905	00 P 1				2,327.95
305	1935	910	00 P 1				1,213.86
305	1935	911	00 P 1				24.98
305	1935	914	00 P 1				5.60
305	1935	920	00 P 1				44.74
305	1935	921	00 P 1				761.43
305	1935	922	00 P 1	3.24CR		3.24CR	32.66
305	1935	923	00 P 1				140.26
		TOT	P1	3.24CR		3.24CR	9,554.06
		** JOB TOTALS **		3.24CR**		3.24CR**	9,554.06 **

STAT

CONT NO * FA PROJ NOS SOS 504001 100

305	1936	295	00 N 9				1,123.00
305	1936	296	00 N 9				10,437.00CR

OST SUMMARY

OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	305	1936	298	00 N 9			9,314.00	
	305	1936	901	00 P 1			593.81	
	305	1936	904	00 P 1			9,000.00	
	305	1936	905	00 P 1			1,306.97	
	305	1936	911	00 P 1			59.12	
	305	1936	914	00 P 1			31.70	
	305	1936	920	00 P 1			68.48	
	305	1936	921	00 P 1			452.49	
	305	1936	922	00 P 1			66.52	
	305	1936	923	00 P 1			188.21	
			TOT	P1			11,767.30	
			** JOB TOTALS **		**	**	11,767.30	**

STATE

ST CONT NO * FA PROJ NOS M 000015 100

305	1941	296	00 N 9	1,638.24CR	1,926.28CR		10,452.24CR
305	1941	298	00 N 9	1,638.24	1,926.28		10,452.24
305	1941	901	00 P 1		389.03		749.15
305	1941	904	00 P 1				8,100.00
305	1941	905	00 P 1		528.42		1,062.95
305	1941	910	00 P 1		38.76		353.72
							224.36

				TOT	P1			
				TOT	N1			
				** JOB TOTALS **			**	333.84
HCL CALVIN ST COLUMBIA CTY	CONT NO	8839	* FA PROJ NOS	SOS	502001	100		
	305	1089	201	00	P 1			
	305	1089	206	00	N 1			
	305	1089	295	00	N 9			
	305	1089	296	00	N 9			9.84
	305	1089	298	00	N 9			9.84
	305	1089	900	00	P 1	3.24		14.72
	305	1089	900	00	N 1			

TOTAL TO DATE JOB COST SUMMARY — NOVEMBER 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE
	305	1089	920	00 P 1			
			TOT	P1	3.24		14.7
			TOT	N1			
			** JOB TOTALS **		3.24	**	14.7
D ST-F ST SEC4THSTWEST (RAINE	CONT NO	8967	* FA PROJ NOS	SOS	504001	100	
	305	1091	201	00	P 1		
	305	1091	206	00	N 1		
	305	1091	295	00	N 9		
	305	1091	296	00	N 9		
	305	1091	298	00	N 9		
	305	1091	900	00	P 1		
	305	1091	915	00	P 1	137.24	239.6
	305	1091	920	00	P 1		
			TOT	P1		137.24	239.6
			TOT	N1			
			** JOB TOTALS **		137.24	**	239.6
N 11TH ST-WYETH ST HELENS	CONT NO	9178	FA PROJ NOS	M	000023	100	
	305	1094	201	00	P 1	121,766.35	132,266.
	305	1094	204	00	P 1	6,088.32CR	6,613.
	305	1094	296	00	N 9	104,081.18CR	113,167.
	305	1094	298	00	N 9	104,081.18	113,167.
	305	1094	900	00	P 1	94.02	390.
	305	1094	903	00	P 1	2,351.27	2,351.
	305	1094	920	00	P 1		46.
			TOT			118,123.32	128,441.
			** JOB TOTALS **			118,123.32 **	128,441.
PAVEMENT MARKINGS (POWERS)	CONT NO		* FA PROJ NOS	PMS	005040	10	
	306	1034	278	01	P 1		

			TOT	P1							109.04				
			TOT	N1											
			** JOB TOTALS **			**	333.84	**	62,432.32	**					
TY	CONT NO 8839 * FA PROJ NOS SOS 502001 100												STATE		
	305	1089	201	00 P 1					43,287.20				79	79	
	305	1089	206	00 N 1					7.04				79	79	
	305	1089	295	00 N 9					6,150.00				79	79	
	305	1089	296	00 N 9			9.84CR		47,400.11CR				79	80	
	305	1089	298	00 N 9			9.84		41,250.11				79	80	
	305	1089	900	00 P 1		3.24	14.72		4,802.41				78	80	
	305	1089	900	00 N 1					10.50				79	79	

MARY					NOVEMBER 1980		PAGE 150			
RTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		ACTIVE BEG	YRS END
	305 1089	920	00 P 1				7.50		79	79
		TOT	P1	3.24	14.72		48,097.11			
		TOT	N1				17.54			
		** JOB TOTALS **		3.24 **	14.72	**	48,114.65	**		
(RAINE	CONT NO 8967 = FA PROJ NOS SOS 504001 100								STATE	
	305 1091	201	00 P 1				55,521.76		79	80
	305 1091	206	00 N 1				258.54		80	80
	305 1091	295	00 N 9				6,700.00		79	79
	305 1091	296	00 N 9				59,124.00CR		79	80
	305 1091	298	00 N 9				52,424.00		79	80
	305 1091	900	00 P 1				2,250.81		79	80
	305 1091	915	00 P 1	137.24	239.62		239.62		80	80
	305 1091	920	00 P 1				32.98		79	79
		TOT	P1	137.24	239.62		63,545.17			
		TOT	N1				258.54			
		** JOB TOTALS **		137.24 **	239.62	**	63,803.71	**		
ENS	CONT NO 9178	FA PROJ NOS M	000023 100						STATE	
	305 1094	201	00 P 1	121,266.35	132,266.35		132,266.35		80	80
	305 1094	204	00 P 1	6,088.32CR	6,613.32CR		6,613.32CR		80	80
	305 1094	296	00 N 9	104,081.18CR	113,167.75CR		113,167.75CR		80	80
	305 1094	298	00 N 9	104,081.18	113,167.75		113,167.75		80	80
	305 1094	900	00 P 1	94.02	390.68		390.68		80	80
	305 1094	903	00 P 1	2,351.27	2,351.27		2,351.27		80	80
	305 1094	920	00 P 1		46.92		46.92		80	80
		TOT		118,123.32	128,441.90		128,441.90			
		** JOB TOTALS **		118,123.32 **	128,441.90	**	128,441.90	**		
(RS)	CONT NO	* FA PROJ NOS PMS 005040 10(							STATE	
	306 1034	278	01 P 1				2,958.53		75	79

#8839 C 8-14-80 STATE COPY L.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-0502(1)	Columbia	Oregon 8839

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The work on this project, besides additional and incidental as called for by the specifications and plans, involved construction of roadbed grading, aggregate base and asphalt concrete pavement, and the installation of pipe. Work was completed May 22, 1979 on the W.C.L.-Calvin St. (Columbia City) Section in Columbia City on 6th Street.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Columbia West Materials & Constructors, Inc.	$ 47,181.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* [signature]

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENG. AUG 25 '80 REFER TO [signature] FOR File Act Sign D/R R/D Invest Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 28 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.24	28	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	6-5-80

12. IN COMPANY WITH

Paul Barnhart, Resident Engineer OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE [signature]
W. N. Bryant

14. TITLE Area Engineer

15. DATE 8-14-80

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE [signature]
G. K. Hossner

17. TITLE Field Operations Engineer

18. DATE 8-14-80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

Columbia City

ROAD DESIGN SECTION 378-6558

August 14, 1979

Paul R. Barnhart
Resident Engineer, Portland

Lyle K. Watson
Design Engineer Supervisor

WCL-Calvin Street [redacted]
City Street
Columbia County

We have reviewed your narrative report. The profile grade was revised to match existing properties. Evidently, it was not enough as you made further revisions, resulting in a substantial savings in costs.

LKW:cj
cc: C. T. Keasey
Ed Hardt

July 19, 1979

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

Gentlemen:

Contract No. 8839 awarded to Columbia West Materials & Constructors, Inc., for work on the W.C.L.-Calvin Street Section of 6th Street in Columbia City, Columbia County, was completed on May 22, 1979, and accepted by the State Highway Engineer on July 17, 1979.

Final payment in the amount of $2,110.85 will be released to the contractor after July 24, 1979. The total contract amount is $43,287.20 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Columbia West Materials &
Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8839

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: W.C.L. - Calvin St. Columbia City	WEEK ENDING: May 24, 1979
		SECTION PREFIX: 305-1089
	HIGHWAY: City Street (6th St.)	COUNTY: Columbia
NAME OF JOB: W.C.L. - Calvin St. (Columbia City)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Columbia West Mat. & Const.	CONTRACT NUMBER: 8839	FEDERAL AID PROJECT NUMBER: SOS-0502(1)
DATE OF CONTRACT: December 12, 1978	DATE WORK STARTED: May 14, 1979	ESTIMATED COMPLETION DATE: May 22, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 83
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92
PROJECT AUTHORIZATION: $ 55,167.25	ENGINEERING AUTHORIZATION: $ 4818.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 50
EXCLUSIVE OF ENGINEERING: $ 50,349.15	ENGINEERING COST TO DATE: $ 3160.02	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 51
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,349.15		DATE PROJECT WAS COMPLETED: May 22, 1979
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 66 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%			

	Gen. Ex. GRADING	Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	816 CY	2520 Tons			710 tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1171 CY	2359 Tons			805 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Roller, blade, backhoe, pickup, waterwagon, trucks, paver, distributor.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
May SUNDAY 20	Fair	1		
MONDAY 21	Fair	1		
TUESDAY 22	Cloudy	1		
WEDNESDAY 23	Cloudy	1		
THURSDAY 24	Fair	1		
FRIDAY 18	Fair	1		
SATURDAY 19	Fair	1		

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn

RECEIVED
MAY 29 1979
CONSTRUCTION BRANCH

Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May SUNDAY 20	No activity.
MONDAY 21	Tight bladed road surface, water wagon sprinkled and Gomag roller finished. Paving began laying base lift sta. 57+60 to 45+60 rt., then 45+60 to 59 lt. Approx. 420 tons used on base lift.
TUESDAY 22	Placing top soil material in yard frontages on west side of 6th St. Material being salvaged from waste dump area. Blade pulled rock slope to edge of pavement on east side of 6th St. Cleaning out ditch and slope.
WEDNESDAY 23	No activity.
THURSDAY 24	No activity.
FRIDAY 18	Ditch was cut to the north in vicinity loop to drain street ditch. Fine grading base rock, moving excess to low area and rocking driveways and street connections.
SATURDAY 19	No activity.

REMARKS

SIGNED Jane K Forcester LOCATION Portland

For: Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8839

9

Victor Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1979

Columbia West Materials &
Constructors, Inc.
Post Office Box 10425
Portland, OR 97210

Re: W.C.L.-Calvin St. (Columbia City)
FAP No. SOS-0502(1)
Contract No. 8839
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
Paul Barnhart
John Jenkins
FHWA

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR

Form 81-734-3122 (Rev. 7-77)

8827

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

Columbia West Materials &
Constructors, Inc.
Post Office Box 10425
Portland, OR 97210

Re: W.C.L.-Calvin St. (Columbia City)
FAP No. SOS-0502(1)
Contract No. 8839
Delete Subsection 403.34 of the
Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
Paul Barnhart
John Jenkins
FHWA

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

8839 1-3-79 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-17		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia
MODIFICATION NUMBER 1		Project Number SOS-0502(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27 , 1978 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,500.00	$ 64,667.00
Federal funds	$ 6,240.00	$ 55,464.00
Other revisions		

This modification is made for the following reasons:

Adding construction phase and increasing preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of January , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 464

file

Oregon State Highway Division
Salem, Oregon, December 20, 1978

Federal Aid Project
No. SOS-0502(1)

W.C.L.-Calvin St. (Columbia City) Section
City Street (6th St.) Columbia City
Columbia County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,500.00

Type Code 6201
Roadway (Sta. 43+86.64 to Sta. 59+00)

Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	86 Sq.Ft.	$ 8.00	688.00
Temporary Barricades	2 Each	180.00	360.00
Flagmen	120 Hour	16.00	1,920.00
General Excavation	816 Cu.Yd.	5.50	4,488.00
Trench Excavation	66 Cu.Yd.	15.00	990.00
Aggregate Base	2,520 Ton	6.00	15,120.00
Class "C" Asphalt Concrete	710 Ton	22.50	15,975.00
3/4"-0 Aggregate in Prime Coat	30 Cu.Yd.	20.00	600.00
RC-250 Asphalt in Prime Coat	6 Ton	200.00	1,200.00
12-inch Culvert Pipe	290 Lin.Ft.	6.00	1,740.00
Extra for Asphalt Approaches	12 Each	175.00	2,100.00
			$47,181.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 500.00
Temporary Erosion Control	All Required	200.00
Permanent Signing	All Required	300.00
		$ 1,000.00
	Subtotal	$48,181.00
	Engineering	6,986.00
	Total	$55,167.00

Length of Project 0.287 Mile

Cost of Roadway Per Mile $192,219.51

Oregon State Highway Division
Salem, Oregon, December 20, 1978

Federal Aid Project
No. SOS-0502(1)

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 9,500.00	$ 8,148.00	$ 1,352.00
Roadway	55,167.00	47,316.00	7,851.00
Total	$64,667.00	$55,464.00	$ 9,203.00

Group 1 100%

Contract No.

Prefix No. 305-1935

Prefix No. 305-1089

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 9-274	**FEDERAL-AID PROJECT AGREEMENT**	County: Columbia
	9-27-78	Project No. S0S-0502(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 6th St., Columbia City

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-19-78	0.45
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,500.00	$ 6,240.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. S. Coulter

Technical Services Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 27 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 22, 1978

Federal Aid Project
No. SOS-0502 (1)

WCL-Calvin St. & "E" St.-"H" St. (Columbia City) Section in Columbia County

Project Agreement Estimate.

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 7,500.00
	TOTAL	$ 7,500.00

Length of Project ---------- 0.45 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,500.00	$ 6,240.00	$ 1,260.00
Retain in Program PS&E Status)	70,000.00	58,260.00	11,740.00
TOTAL	$77,500.00	$64,500.00	$13,000.00

Group 1 - 100%
Prefix: 305-1935

8839

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 26, 1978

Columbia West Materials & Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8839 for work on the W.C.L.-Calvin Street Section of 6th Street in Columbia City, Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr
Enclosure

cc: Fidelity and Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Paul Barnhart

LETTER OF TRANSMITTAL

COLUMBIA-WEST

MATERIALS AND CONSTRUCTORS, INC.

500 TENNANT WAY - P. O. BOX 486 - LONGVIEW, WASHINGTON

TO OREGON TRANSPORTATION COMMISSION
DEPT. OF TRANSPORTATION
HIGHWAY DIVISION
121 TRANSPORTATION BLDG
SALEM, OREGON 97310

DATE 12-20-78 JOB NO

ATTENTION

RE COLUMBIA COUNTY
6TH STREET - COLUMBIA CITY
GRADE & PAVE
CONTRACT # 8839

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ CONTRACTS

COPIES	DATE	NO.	DESCRIPTION
2	12-12-78		CONTRACTS & BONDS

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19_____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

NOTED
C. W. HEAD

RECEIVED
DEC 21 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY TO C. W. GASKILL

SIGNED: B K McDonald

"COL-WEST"

If enclosures are not as noted, kindly notify us at once.

8839

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)	

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-20-78	CC 1948	

CREDIT DISTRIBUTION

PE 305-1935
Const. 305-1089

BILL TO: Code:

City of Columbia City

City Hall

Columbia City, Oregon 97018

Attn: Mrs. Velma Van Dolah-City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the W.C.L.-Calvin St. and E. St. to H. St. Sections on 6th Street. ~~S/S~~-0502(1). SOS AD532 CC1844 AD428			

Advance Deposit Amount	PE $ 1,050.00 Const. $ 7,900.00	
Advance Deposit Previously Transferred to Highway Fund	$ 800.00	
Balance	$ 8,150.00	
Transfer to Highway Fund	$ 6,150.00	Amount Due . . . . . $
Refund Due	$	Submitted by: Harold Reynoldson Harold Reynoldson
Partial or final request for billing		Approved: Gerald W. Wimer Gerald W. Wimer
Number of the previous request in connection with this service.		

SP*35736-734

8839

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Paul Barnhart
SAIF
Fran

December 12, 1978

Columbia West Materials
& Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Gentlemen:

The Oregon Transportation Commission on November 21 accepted your proposal for work on the W.C.L.-Calvin Street Section of 6th Street in Columbia City, Columbia County, for the sum of $47,181 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Columbia City and when the sum of $7,900 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8839.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1979, as outlined in the Standard Specifications for Highway Construction, Section 108.08(c), page 71.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8839

bc w/AD#532: Vern Skoog-Please return completed AD#532 when check is received.
Region 1 Federal Aid Engineer Jon Rose

November 17, 1978

City of Columbia City
City Hall
Columbia City, Oregon 97018

Attn: Mrs. Velma Van Dolah
City Recorder

Gentlemen:

On November 16, 1978 a satisfactory bid was received from Columbia West Materials and Constructors, Inc., P. O. Box 10425, Portland, OR 97210, for the W.C.L.-Calvin St. and "E" St.-"H" Street Section, on 6th Street SOS-0502(1).

This is on Off-System project and based upon the contractor's bid the City's advance deposit is as follows:

Bid items	$47,181.00
Permanent Signing	300.00
Pavement Striping	500.00
Erosion Control	200.00
4½% Contingencies	2,168.15
10% Engineering	4,818.10
EST. TOTAL COST OF CONSTRUCTION	$55,167.25
Est. PE Costs	8,400.00
Est. Total Cost of Project	$63,567.25

Rec'd 12/14/78

To 16 Region

The City advance deposit will then be:	
14% of $63,567.25 =	$ 8,899.42
Less PE Advance Deposit	1,050.00
	$ 7,849.42

By rounding: $7,900.00

Please make your check in the amount of $7,900.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 8, 1978.

Very truly yours,

for G. W. Wimer
Gerald W. Wimer
Local Government Manager

MR:dmc

				** JOB TOTALS **			205.00	**	
CL-CALVIN-H ST (COLUMBIA CTY	CONT NO			FA PROJ NOS SOS 502001 100					
	305	1935	295	00	N	9			
	305	1935	296	00	N	9			
	305	1935	901	00	P	1			
	305	1935	905	00	P	1	625.74		
	305	1935	910	00	P	1			
	305	1935	911	00	P	1			
	305	1935	921	00	P	1	174.53		
	305	1935	922	00	P	1	8.56		
	305	1935	923	00	P	1	70.78		
			TOT	P1			879.67		
			** JOB TOTALS **				879.67	**	
OOS BAY PAVEMENT MARKINGS	CONT NO		* FA PROJ NOS HRS 00S010 100						
	306	1901	296	00	N	9			
	306	1901	298	00	N	9			
	306	1901	905	00	P	1			
	306	1901	905	00	N	1			
			TOT	P1					
			TOT	N1					
			** JOB TOTALS **					**	
YRTLE POINT CITY STREETS	CONT NO		* FA PROJ NOS SRS 00S040 100						
	306	1908	295	00	N	9			

L TO DATE JOB COST SUMMARY								SEPTEMBER	
RIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION				CURRENT MONTH	YEAR	FIS T
	306	1908	296	00	N	9			
	306	1908	298	00	N	9			
	306	1908	905	00	P	1			
	306	1908	915	00	P	1			
			TOT	P1					
			** JOB TOTALS **					**	

		** JOB TOTALS **			205.06	**	780.66	**	4,300.19	**	
									62.		S
CONT NO		FA PROJ NOS SOS 502001 100					800.00		800.00		
305	1935	295	00	N 9			800.00CR		800.00CR		
305	1935	296	00	N 9			4,990.01		4,990.01		
305	1935	901	00	P 1			1,894.03		1,894.03		
305	1935	905	00	P 1	625.74		439.71		1,213.86		
305	1935	910	00	P 1			24.98		24.98		
305	1935	911	00	P 1			174.59		174.59		
305	1935	921	00	P 1	174.59		8.56		8.56		
305	1935	922	00	P 1	8.56		70.78		70.78		
305	1935	923	00	P 1	70.78				8,376.81		
		TOT	P1		879.67		7,602.66		8,376.81		**
		** JOB TOTALS **			879.67	**	7,602.66	**			
									00		S
CONT NO		FA PROJ NOS HHS 005010 100							62.90CR		
306	1901	296	00	N 9					62.90		
306	1901	298	00	N 9					69.89		
306	1901	905	00	P 1					15		
306	1901	905	00	N 1					69.89		
		TOT	P1						15		
		TOT	N1						70.04		**
		** JOB TOTALS **				**		**			
									00		S
CONT NO		FA PROJ NOS SRS 005040 100							23.14		
306	1908	295	00	N 9							

SEPTEMBER 1978 PAGE 571

NT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
						213.37CR	
306	1908	296	00 N 9			190.23	
306	1908	298	00 N 9			85.87	
306	1908	905	00 P 1			145.50	
306	1908	915	00 F 1			231.37	
		TOT	P1			231.37	**
		** JOB TOTALS **		**	**		

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-25-78

FEDERAL AID PROJECT NO. SOS-0502(1)

STATE PROJECT NO. See below

COUNTY NAME Columbia

PROGRAM NO.

ITEM NO. 80282

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-19-78	10-25-78	non Federal-aid	City Street

GENERAL LOCATION:
WCL - Calvin St. and "E" St. : "H" St. (Columbia City) Section

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 10-13-78, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

12-22

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-78	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970--626-787

8834

Columbia City

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/18/78
Donald L Rout

11-16-78 Bid Letting _____ All Clear Deadline

SECTION WCL - Cabrin St & "E" St - "H" St. (Columbia City)
Highway City Street
County Columbia Region 1
Type of Work 6-P Funds 05
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

Statewide.

8839

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 16, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Reports--
November Contract Letting

TO: E. S. Hunter, Technical Services Engineer
J. H. Versteeg, Head of Engineering

Attached are project noise study reports contained in the October letting schedule. These are:

Pacific Highway West at S.W. 53rd Avenue
Barbur Boulevard, Multnomah County

NOTED
E. S. HUNTER

Beaver Creek Bridge
Powers Highway, Coos County

Also within the October letting schedule are three projects covered by the Statewide Noise Study Report. These are:

West City Limits-Calvin Street and "E" Street-"H" Street
Columbia City, Columbia County

Thomas Creek (Devaney) Bridge
Linn County

Willow Creek (Morgan Street) Bridge
Heppner, Morrow County

No traffic noise abatement is proposed. The following construction time constraints are recommended for all projects.

No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, the following pile driving constraint is recommended for the Willow Creek Bridge and Beaver Creek Bridge projects.

No pile driving operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

RECEIVED
OCT 17 '78
REFER TO
FOR

It is concluded that the noise reduction benefits to be derived from implementing these recommendations could outweigh any inconvenience to construction. The piledriving and construction time constraints are consistent with our Statewide Noise Study Report.

Your approval is requested.

GAP:TP:ss

Attachments

8837

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 16, 1978

TO: D. H. Moehring, Manager
Project Management

Federal-aid Project No. SOS-0502(1)

Federal-aid Project Name WCL-Calvin St. (Columbia City)

Highway No. 2005

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk
cc: E. S. Hunter
V. E. Skoog
J. H. Versteeg
Duane Ridings
F. C. Lowe

8839

C.C. DE Swan
C.T. Keesey
Roger Trygstad

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

10-10-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-0502( )
Project Name W.C.L. - Calvin. Street and E° Street - H° Street Sec. on 6th Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Columbia City, Oregon, this 11th day of October, 1978

City of Columbia City

Certified By: Elmer E. Roe

Regional Right-of-Way Supervisor

Date Oct. 10, 1978

RIGHT OF WAY SECTION
RECEIVED
OCT 13 1978

Brian W. Moore
Mayor

Velma M. Tomolak
City Recorder

Instructions: Complete A or B and C.

R/W File No. _____

Rev. 1/76

ection W. L. L. - Calvin St. (Columbia City) &c. Programming Estimate $ 10?,000

8839 Highway City Street (6th St.) Project Length .24 miles

County Columbia Completion Time 90 Cal. Work Days

Kind of Work Grading & Paving

Prefix 305-1935-921 FA Project No. SOS-0502(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 10/4/78

DEPARTMENT OF TRANSPORTATION

	General Files	Public Affairs
	General Services (DOT)	Public Transit
	Information Systems (Lane Ave.)	Radio
	Labor Relations	Right of Way
	Landscape	Safety & Health Services
	Library Location	Sign Shop
	Mail Room	State Highway Engineer
	Maintenance	Structures
	Materials & Research	Technical Services Engineer
	Motor Vehicles	Traffic Support Services
	Organization & Manpower Services	Transportation Policy & Program Development
	Parks & Recreation	Travel Information
	Permits & Weighmaster	Utilities
	Personnel Operations	Metropolitan
	Photocopy	Region Number M
	Proj. Mgmt. & Operations Planning	District Number

Joi Rose

Project Mngt.

is a revised estimate. Pipe's have been changed-

22 (1/78) SP*7080A-724

Contract Amount $ 57,124.50 ~~56,124.50~~

300.00
500.00
200.00

$ 1800.00

58,124.50

~~$ 56,124.50~~

Contingencies (4-1/2%)	2615.60 ~~2,077.15~~
Engineering (10 %)	5,812.25 ~~5,731.45~~
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ ~~65,625.10~~ 66,552.55

APPROVED

Road Design Engineer

City's share will be 14% of $66,552.55 = $9317.36

Section W. C. L. - Calvin St. (Columbia City) Sec. Programming Estimate $ 107,000

Highway City Street (6th St.) Project Length .24 miles

County Columbia Completion Time 90 Cal Workday

Kind of Work Grading & Paving

Prefix 305-1935-921 FA Project No. SOS-0502(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 57,124.50 ~~56,824.50~~
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	300.00	
Permanent Pavement Striping	500.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200.00	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 1000.00
		$ 58,124.50 ~~57,824.50~~
Contingencies (4-1/2%)		2615.60 ~~2,601.15~~
Engineering (10 %)		5,812.25 ~~5,781.15~~
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ ~~65,625.10~~ 66,552.55

APPROVED

Road Design Engineer

14% of 66,552.55 =
City share → 9,317.36

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date September 7, 1978

Section W. C. L. Calvin St. (Columbia City) Sec. 1

County Columbia

Kind Of Work Grading and Paving

Length .24 Miles

Name B. Bergstedt 9/26/78

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	—	1,062 ~~00~~
	Temporary Signs		Sq. Ft.	86	6 00	516 00
	Temporary Barricades		Each	2	125 00	250 00
	Flagmen Roadwork		Hour	120	19 00	2,280 00
	General Excavation		Cu. Yd.	816	6 50	5,304 00
	Trench Excavation		Cu. Yd.	~~44~~ 66	15 00	~~660~~ 990 00
	Aggregate Base		Ton	2520	8 50	21,420 00
	Class "C" Asphalt Concrete		Ton	710	24 25	17,217 50
	3/4"-0 Aggregate in Prime Coat		Cu. Yd.	30	16 50	495 00
	RC-250 Asphalt in Prime Coat		Ton	6	190 00	1140 00
	12 inch Culvert Pipe		Lin. Ft.	~~258~~ 290	15 00	~~3870 00~~ 4350 00
	Extra for Asphalt Approaches		Each	12	175 00	2100 00
						~~56,314~~ 57,124 50

						** JOB TOTALS **		**	
SE ELM-SCAPPOOSE HIGH SCH	CONT NO			FA PROJ NOS OS 503001 100					
	305	1932	295	00 N 9					
	305	1932	296	00 N 9		79.89CR		159.75	
	305	1932	298	00 N 9		79.89		159.75	
	305	1932	901	00 P 1		44.20		44.20	
	305	1932	905	00 P 1		197.47		197.47	
	305	1932	914	00 P 1		5.10		5.10	
	305	1932	921	00 P 1		319.77		319.77	
	305	1932	922	00 P 1		9.06		9.06	
	305	1932	923	00 P 1					
			TOT	P1		575.60		575.60	
			** JOB TOTALS **			575.60	**	575.60	
WCL-CALVIN-H ST (COLUMBIA CTY	CONT NO			FA PROJ NOS SOS 502001 100					
	305	1935	295	00 N 9				800.00	
	305	1935	296	00 N 9				800.00	
	305	1935	901	00 P 1		201.49CR		4,990.01	
	305	1935	905	00 P 1		1,268.29		1,268.29	
	305	1935	910	00 P 1		643.36CR		439.71	
	305	1935	911	00 P 1				24.98	
			TOT	P1		423.44		6,722.99	
			** JOB TOTALS **			423.44	**	6,722.99	
COOS BAY PAVEMENT MARKINGS	CONT NO			FA PROJ NOS HWS 005010 100					
	306	1901	296	00 N 9					
	306	1901	298	00 N 9					

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1978

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
	306	1901	905	00 P 1		
	306	1901	905	00 N 1		
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **		**	
HYRTLE POINT CITY STREETS	CONT NO			FA PROJ NOS SRS 005040 100		
	306	1908	295	00 N 9		
	306	1908	296	00 N 9		
	306	1908	298	00 N 9		

			** JOB TOTALS **			**		**	7,240.51 **
									00 STATE
T NO		FA PROJ NOS OS 503001 100							820.00
305	1932	295	00 N 9			79.89CR		159.75CR	3,652.12CR
305	1932	296	00 N 9			79.89		159.75	2,832.12
305	1932	298	00 N 9			44.20		44.20	2,670.96
305	1932	901	00 P 1			197.47		197.47	1,056.20
305	1932	905	00 P 1			5.10		5.10	5.10
305	1932	914	00 P 1			319.77		319.77	319.77
305	1932	921	00 P 1			9.06		9.06	9.06
305	1932	922	00 P 1						33.99
305	1932	923	00 P 1						4,095.08
		TOT	P1			575.60		575.60	4,095.08 **
		** JOB TOTALS **				575.60	**	575.60 **	
									STATE
ONT NO		FA PROJ NOS SOS 502001 100						800.00	800.00
305	1935	295	00 N 9					800.00CR	800.00CR
305	1935	296	00 N 9			201.49CR		4,990.01	4,990.01
305	1935	901	00 P 1			1,268.29		1,268.29	1,268.29
305	1935	905	00 P 1			643.36CR		439.71	1,213.86
305	1935	910	00 P 1					24.98	24.98
305	1935	911	00 P 1						7,497.14
		TOT	P1			423.44		6,722.99	7,497.14 **
		** JOB TOTALS **				423.44	**	6,722.99 **	
									00 STATE
ONT NO		FA PROJ NOS HHS 000S010 100							62.90CR
306	1901	296	00 N 9						62.90
306	1901	298	00 N 9						

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
306	1901	905	00 P 1			69.89
306	1901	905	00 N 1			.15
		TOT	P1			69.89
		TOT	N1			.15
		** JOB TOTALS **		**	**	70.04 **
						00 STATE
CONT NO		FA PROJ NOS SRS 000S040 100				23.14
306	1908	295	00 N 9			213.37CR
306	1908	296	00 N 9			190.23
306	1908	298	00 N 9			

Section W. C. L. - Cowlin St. (Columbia City) Sec. Programming Estimate $ 66,000 (Engr.)

Highway City Street (6th St.) Project Length .24 miles

County Columbia Completion Time 90 Cal. Workdays

Kind of Work Grading & Paving

Prefix 305-1935-921 FA Project No. SOS-0502(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 9/28/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Maintenance
Equipment Shops & Storeroom	Personnel Operations	Region Number 2
Finance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Jon Rose

FROM: Project Mngt.

COMMENTS: Please inform the city.

Form 731-0022 (1/75) SP*70504-734

:ract Amount $ 56,314.50

	300.00
	500.00
	200.00
	$ 1000.00

$ 57,314.50

Contingencies (4-1/2%) 2,579.15

Engineering (10 %) 5,731.45

SUBTOTAL $

Credit for _____ . . . . .

Estimated Net Authorization, Construction . . . . . $ 65,625.10

APPROVED

_____

Road Design Engineer

City's Est. Share of Construction Costs
14% of 65,625 = $9,187.50

Section W. C. L. - Ca[illegible]in St. (Columbia City) Sec. Progr[illegible]ing Estimate $ 66,000 (Bern.)

Highway City Street (6th St.) Project Length .24 miles

County Columbia Completion Time 90 Cal. Workdays

Kind of Work Grading & Paving

Prefix 305-1935-921 FA Project No. SOS-0502(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 56,314.50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	300.00	
Permanent Pavement Striping	500.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200.00	
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 1000.00
		$ 57,314.50
Contingencies (4-1/2%)		2,579.15
Engineering (10 %)		5,731.45
SUBTOTAL		$
Credit for _____		
Estimated Net Authorization, Construction		$ 65,625.10

APPROVED

_____
Road Design Engineer

City Est Share of Construction Costs 14% $65,625. = $9,187.50

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date September 7, 1978

Section W. C. L. Calvin St. (Columbia City) Sec. 21 County Columbia

Kind Of Work Grading and Paving Length .24 Miles Name B. Bergstedt

9/26/78

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	—	1,062 00
	Temporary Signs		Sq. Ft.	86	6 00	516 00
	Temporary Barricades		Each	2	125 00	250 00
	Flagmen		Hour	120	19 00	2280 00
	Roadwork					
	General Excavation		Cu. Yd.	816	6 50	5,304 00
	Trench Excavation		Cu. Yd.	44	15 00	660 00
	Aggregate Base		Ton	2520	8 50	21,420 00
	Class "C" Asphalt Concrete		Ton	710	24 25	17,217 50
	3/4"-0 Aggregate in Prime Coat		Cu. Yd.	30	16 50	495 00
	RC-250 Asphalt in Prime Coat		Ton	6	190 00	1140 00
	12 inch Culvert Pipe		Lin. Ft.	258	15 00	3870 00
	Extra for Asphalt Approaches		Each	12	175 00	2100 00
						56,314 50

	305	1926	920	00 P 1			
	305	1926	921	00 P 1			
			TOT	P1			
			** JOB TOTALS **			**	
SE ELM-SCHAPPOOSE HIGH SCH	CONT NO		FA PROJ NOS OS 503001 100				
	305	1932	295	00 N 9	79.86CR		79.
	305	1932	296	00 N 9	79.86		79.
	305	1932	298	00 N 9			
	305	1932	901	00 P 1			
	305	1932	905	00 P 1			
	305	1932	923	00 P 1			
			TOT	P1			
			** JOB TOTALS **			**	
WCL-CALVIN-H ST (COLUMBIA CTY CONT NO			FA PROJ NOS SOS 502001 100				
	305	1935	295	00 N 9	800.00		80
	305	1935	296	00 N 9	800.00CR		80
	305	1935	901	00 P 1	5,191.50		5,191
	305	1935	910	00 P 1	1,083.07		1,083
	305	1935	911	00 P 1	24.98		24
			TOT	P1	6,299.55		6,299
			** JOB TOTALS **		6,299.55	**	6,299

TOTAL TO DATE JOB COST SUMMARY — JULY 19

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCA YEAR TO
COOS BAY PAVEMENT MARKINGS	CONT NO	& FA PROJ NOS MMS 00S010 100			
	306 1901	296	00 N 9		
	306 1901	298	00 N 9		
	306 1901	905	00 P 1		
	306 1901	905	00 N 1		
		TOT	P1		
		TOT	N1		
		** JOB TOTALS **		**	
MYRTLE POINT CITY STREETS	CONT NO	& FA PROJ NOS SRS 00S040 100			
	306 1908	295	00 N 9		
	306 1908	296	00 N 9		
	306 1908	298	00 N 9		
	306 1908	905	00 P 1		
	306 1908	915	00 P 1		
		TOT	P1		
		** JOB TOTALS **		**	

305	1926	920	00 P 1					83.75	
305	1926	921	00 P 1					551.37	
		TOT	P1					7,240.51	
		** JOB TOTALS **			**		**	7,240.51	**

CONT NO		FA PROJ NOS OS 503001 100					00	STATE
305	1932	295	00 N 9				820.00	
305	1932	296	00 N 9	79.86CR		79.86CR	3,572.23CR	
305	1932	298	00 N 9	79.86		79.86	2,752.23	
305	1932	901	00 P 1				2,626.76	
305	1932	905	00 P 1				858.73	
305	1932	923	00 P 1				33.99	
		TOT	P1				3,519.48	
		** JOB TOTALS **			**		3,519.48	**

CTY CONT NO		FA PROJ NOS SOS 502001 100						STATE
305	1935	295	00 N 9	800.00		800.00	800.00	
305	1935	296	00 N 9	800.00CR		800.00CR	800.00CR	
305	1935	901	00 P 1	5,191.50		5,191.50	5,191.50	
305	1935	910	00 P 1	1,083.07		1,083.07	1,857.22	
305	1935	911	00 P 1	24.98		24.98	24.98	
		TOT	P1	6,299.55		6,299.55	7,073.70	
		** JOB TOTALS **		6,299.55	**	6,299.55	7,073.70	**

GS CONT NO		FA PROJ NOS MHS 00S010 100					00	STATE
306	1901	296	00 N 9				62.90CR	
306	1901	298	00 N 9				62.90	
306	1901	905	00 P 1				69.89	
306	1901	905	00 M 1				.15	
		TOT	P1				69.89	
		TOT	M1				.15	
		** JOB TOTALS **			**		70.04	**

TS CONT NO		FA PROJ NOS SRS 00S040 100					00	STATE
306	1908	295	00 N 9				23.14	
306	1908	296	00 N 9				213.37CR	
306	1908	298	00 N 9				190.23	
306	1908	905	00 P 1				85.87	
306	1908	915	00 P 1				145.50	
		TOT	P1				231.37	
		** JOB TOTALS **			**		231.37	**

8839

PHONE 397-4010

The City of Columbia City
OFFICE OF THE RECORDER
1175 SECOND PLACE
COLUMBIA CITY, OREGON 97018

September 18, 1978

Jon Rose
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Dear Jon:

Enclosed are the two sets of preliminary plans for the project to improve Sixth Street within Columbia City. You will notice that the project has been shortened by approximately 200 to 250 feet. This has been marked in red on the plans and hopefully will bring the costs down somewhat. The City does however, have available for this project, $21,000.

Thank you for all of your help in making this project work for us.

Sincerely,

Velma

Velma M. VanDolah
City Recorder

MAT PDM PDE TSE SPC
ODOT - METRO

SEP 20 1978

AM PPS FILE T/A

8839

97-4010

The City of Columbia City

OFFICE OF THE RECORDER
1175 SECOND PLACE
COLUMBIA CITY, OREGON 97018

Columbia City

Art —
Bill - what is status of request from city?
Jack

Has been complied with
Bill

September 18, 1978

Versteeg
Christensen Don
George
Olson
Terpin
Sullivan Jack
Scott
Savage

RECEIVED
SEP 22 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Jon Rose
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Dear Jon:

Enclosed are the two sets of preliminary plans for the project to improve Sixth Street within Columbia City. You will notice that the project has been shortened by approximately 200 to 250 feet. This has been marked in red on the plans and hopefully will bring the costs down somewhat. The City does however, have available for this project, $21,000.

Thank you for all of your help in making this project work for us.

Sincerely,

Velma

Velma M. VanDolah
City Recorder

REFERRED TO

Beard Stoudenmeyer
Cole Sample ✓
Eriksen Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

tro JON ROSE | Date 9/20/78
ERRY WIMER
n Mgmt. Traffic Region 1
ts: NOTE - City wishes cut costs wherever tical.

Jon Rose —

9/22/78
ns DO Christensen

305-1935

MA PDM PDE TSE SPC
ODOT - METRO

SEP 20 1978

AM PPS FILE T/A

PROJECT MANAGEMENT
PME ☐ CCE ☐ ON ☐
LGE ☑ FAE ☐ CE ☐
SEP 21 1978

File: PM FA
Regnaldson LG GP

8831

PROJECT MANAGEMENT OFFICE MEMO

Date 9-15-78

Subject COLUMBIA CITY - WCL-CALVIN ST File No.

Received (call) ~~(visit)~~ from DUANE CHRISTENSEN

Address

Made (call) ~~(visit)~~ to JON ROSE, MARK LOTZ - VELMA VAN DOLAH CITY RECORDER Phone

Reason for contact and general discussion: DUANE Says estimate IS $79,000 does City have funds. CALLED METRO - NO ONE HOME, CALLED CITY TOLD VELMA const. Est. $79,000 + PE $7,500 - $86,500 LESS $64,500 Max Fed. = $22,000 City share as of now. She said they are reviewing plans and have eliminated Cul de sac on North end & approx 200' of Street. City has $9,000 in budget She will get with Council and give maximum dollar amount available for this job, and get back at the latest 9-18.

9-18-78 Velma Says City has The Funds ($22,000) go with Job. Plans will be sent today, Probably receive this week in our office

Signature Gary E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: PME LGE OPE FAE CCE OM Other

Voiced Velma Van Dolah Duane Christensen

8839

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Columbia City
City Council
City Hall
Columbia City, OR 97018

Attention of Hon. Robert King
Mayor

Request No. (assigned by staff engineer or head of section) CC 1844

Date June 30, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1,050.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	250.00	
		To be transferred to State Highway Funds for the P.E. for the W.C.L.-Calvin St.-E. St. to H St.-Off-System Project.		$800.00
		Covered by Agreement #6234		
		Sec. AD 428		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,050.00

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 305-1935-295

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Lawrence O. Wimer
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8839

Date: May 23, 1978

City of Columbia City
City Hall
Columbia City, OR 97018

Attn: Velma M. VanDelah
City Recorder

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the W.C.L. - Calvin St. and "E" St.-"H" St. Section on 6th Street. Project BSUS-0502(1).

Financial sharing of the preliminary engineering is:

Total P.E.	7,500.00
Federal Funds	$ 6,450.00
Balance	1,050.00
Local Share:	$
	$ 1,050.00

Please make your check in the amount of $1,050.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Rec'd 6/14/78 Told Jon Rose

Very truly yours,

G.W. Wimer
Local Government Manager

bc w/AD#____: Vern Skoog - Please return completed AD#428 when check is received.
Region 1 Federal Aid Engineer Jon Rose

c125

5-11-14

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SOS-0502(1)

STATE PROJECT NO.: See below

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80282

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5/19/78	5/19/78	Non-Federal-aid	City Street

GENERAL LOCATION:
WCL-Calvin Street and "E" Street- "H" Street (Columbia City) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, Grade, Drain, and Pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including Utility preparatory work and Archeology salvage, TEC NTE $7,500- Federal Funds $6,240
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 9, 1978 letter you are authorized to proceed with actions necessary to advance the physcial construction provided for by the above project at a total estimated cost of $70,000 federal funds $58,260 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

Swan
5-30

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/19/78	S. K. Hanner	for Division Administrator

FORM PR-1240 (REV. 6-70) - EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8839

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 9, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80282
Project No. SOS-0502(1)
WCL-Calvin St. & "E" St.-"H" St. (Columbia City) Section
Columbia County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $7,500 with an obligation of $6,240 in federal funds.

2) Authorization for construction at an estimated total cost of $70,000 with an obligation of $58,260 in federal funds.

DRH:tmw

Att.

cc: Ed Hardt (Region 1)
Max Klotz
Jon Rose
Harold Reynoldson

AD 428

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-9-78

FEDER

	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		PRESENT	FUTURE (66)
CARD 2		City St., 6th St. Columbia City	ADT	80	140

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. (72)
CARD 3	P.E., Gr., Dr., & H.T. Pave						

CARD 4

CLASS OF FEDERAL FUNDS: Safer Off-System Roads

COUNTY N.

NAME OF URBAN AREA (17-31)

ROUTE NO. N

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATE TOTAL ESTIMATED COST (59)–(66)	ESTIMATE FEDE (67)
1										
5					PE			0.45*	7,500	6,
5					ROW					
5					CONST (CODE) 6201		"WCL-Calvin St. & "E" St.-"H" St. (Columbia City) Section"	0.45*	70,000	58,
								0.45*	77,500	64,

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
		DRH	

1	14	PROGRAM APPROVAL DATES (10)–(23) (24)

* Does not include the "No Work between Calvin St. and "E" St

Budget Bureau No. 41-R2067; Approval Expires: February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	80	140 (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	80282 (10) (18)

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only: POST MI. (24) (26)	DESIG. 27
					SOS-	0502	(1)		

COUNTY NAME: Columbia — CODE: 009 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: City St. (36) (37) — U.S.: --- (41)

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (58) (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
5* 7,500	6,240		1,260 (City)	
5* 70,000	58,260		11,740 (City)	ROW-60'; Access Control-None; Parking Restriction-none.
5* 77,500	64,500		13,000 (City)	

(16) (23) (24) (33) REMARKS

Does not include the "No Work Section" between Calvin St. and "E" Street.

- over -

USCOMM DUSCCMM-DC 48909-P6

WCL-Calvin St. & "E" St.-"H" St. (Columbia City) Section
Project No. SOS-0502(1)

Existing Facility:
WCL-Calvin St. -- Bituminous surfaced 9 ft. lane for approx. 1,050 ft. then gravel road for approx. 300 ft.
"E" St.-"H" St. -- 24 ft. gravelled surface.

Adjacent Sections:
Northwest end -- Gravelled single lane roadway.
Southeast end (Calvin St.) -- Bituminous surfaced 2-12 ft. lanes with 2 ft. gravelled shoulders.
Northwest end ("E" St.) -- Bituminous surfaced 2-12 ft. lanes with 2 ft. gravelled shoulders.
Southeast end ("H" St.) -- Gravelled surfaced 24 ft. wide.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work and archeological salvage.

2) Grade, drain and H-T Pave on existing alignment 2-12 ft. lanes with 2 ft. gravelled shoulders and incidental work common to this type of project.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 25, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8839

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 25, 1978

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project No. SOS-0502(-)
PROJECT ASSESSMENT
WCL-Cal N. Street & "E" Street-"H" Street
(Columbia City)
City Street-6th Street
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT
Salem, Oregon

The subject project assessment submitted with your April 7, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Mr Moehring, Mgr, Proj Mgmt)
OSHD (Reg 1, Env)

ENVIRONMENTAL SECTION
May 2, 1978

cc: D. H. Moehring (2)
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
Ed Hardt
R. N. Bothman
Bill Geibel
[redacted]
B. L. Gifford
Jef Kaiser

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 2 1978
File: PM FA LG OP
TAA

SOS-0502 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section WCL - Cal N. St. & "E" St.-"H" St. (Columbia City)
Date April 7, 1978
Unit (if appl)
County Columbia
City Columbia City
Highway City St. - 6th St.
State Hwy. No. Off System
Termini: M.P.(if appl)
Length 2,400'
Region I
Construction Estimate $75,000 (SOSR) Program Amount

B. Purpose of Project: To improve two separate sections of Sixth Street. The north section of approximately 1,350 feet is presently wide enough for only one vehicle at a time and would be widened to two lanes. The south section, 1,050' long, would be paved. This would complete the paving and widening of Sixth Street from its north to south termini. It would also make it approximately uniform width and passable under adverse weather conditions for emergency vehicles.

C. Origin & History of Project: Sixth St. is in a relatively newly developed area of the city. The north section has been only recently built up and received only a narrow 9' paved road to serve it, with the first 100 yards remaining in gravel. The southern segment from "E" to "H" has only recently been converted from hillside pasture to gravel road, thus linking up all segments of Sixth. Prior to 1973, the southern portion became virtually inaccessible during periods of ice and snow. This new link connects it with "E" St., providing all-weather access due to the much shallower grades involved.

D. General Description of Project: The north segment (Calvin to Lincoln) will be widened from its present nine feet paved width to 24 feet with two foot gravel shoulders. This 1,350 foot section is essentially flat and will be readily contained within the existing 60 feet of right-of-way. The south segment will be a pavement of similar width over existing crushed rock and two foot gravel shoulders. It, too, within the 60' R/W. Bikeways are not needed in this quiet area which is deadend at either end and very

Alignment: New_____ Existing_____ Combined_____

Typical Section: Existing: No. Lanes____; Med.____; Shldrs.____; Parking_____
Proposed: No. Lanes____; Med.____; Shldrs.____; Parking_____

Traffic: Existing Facility: Existing ADT_____; Projected ADT_____; Yr.____
Existing Level of Service_____

Proposed Facility: Projected ADT_____; Yr._____
Projected Level of Service_____

734-3953 (10-75)

D. Cont.

lightly traveled. There is no present manmade drainage system and none is planned. Utilities lying under the right-of-way should not be affected except for the possibility of the need to raise access covers. The utility companies involved have been contacted by an ODOT Utilities Engineer. There is no sewerline in the area and no storm drains.

Right of Way: Additional anticipated NO (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None - no water resources involved

Local City, County or COG priorities of project:

First priority with city

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

None - this is widening and paving
within existing R/W

Other Descriptive Information or Comments:

None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Columbia City is an old town on the banks of the Columbia River, 710 population, about 35 miles downstream from Portland. The old central portion of the town rises in a series of terraces from the river's edge to Highway 30. On the west of Highway 30, the town has expanded up the hill. Sixth St. stretches along a terrace paralleling the river and above Highway 30 in a north-south direction for about 1.2 miles. The Calvin-Lincoln section is essentially flat and lies about 95 ft. above river level. From "E" to between "H" and "I" on the south, 6th rises from about 30 feet in elevation over the 1,050 ft. length of this part of the project.

2. Cultural: Columbia City is a neat, very quiet town, most of it lies in a quarter mile wide strip between Highway 30 and the river - extending about a half-mile along the river's edge. About 25 percent of its people live in retirement. There is a Crown Zellerbach lumber mill, the Columbia Headquarters of the State Forestry Dept. and a State Police facility which provide most local employment. St. Helens, with a population of 7,500, and but a few miles down the road, offers a nearby shopping center.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns: Calvin to Lincoln would become a two-way street. The "E" to "H-I" section would become the access road of choice to the south part of 6th St. rather than the much steeper, but already paved streets climbing up to it from Highway 30.

Consequences--Air Quality, Noise, Safety, etc.: Air quality or noise should remain unaffected. Safety would be considerably enhanced.

3. Estimated Impact on Land Use: Paving between "E" and "H-I" would probably encourage home building along that segment.

Consequences: A very minor increase in traffic would occur on the "E" to "H" section.

4. Expected Impact on Natural Ecological Resources:

None. This project does not involve wetlands.

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans As there will be little inducement for more traffic, the project should not increase auto emissions. Dust from travel on the existing unpaved surface would be eliminated.

b. Noise Standards Noise should increase little if at all. A noise study report will be required.

c. Water Quality Standards No water resources are involved

d. Area Land Use and Transportation Plans, and Zoning This project would meet long-standing aims of the city.

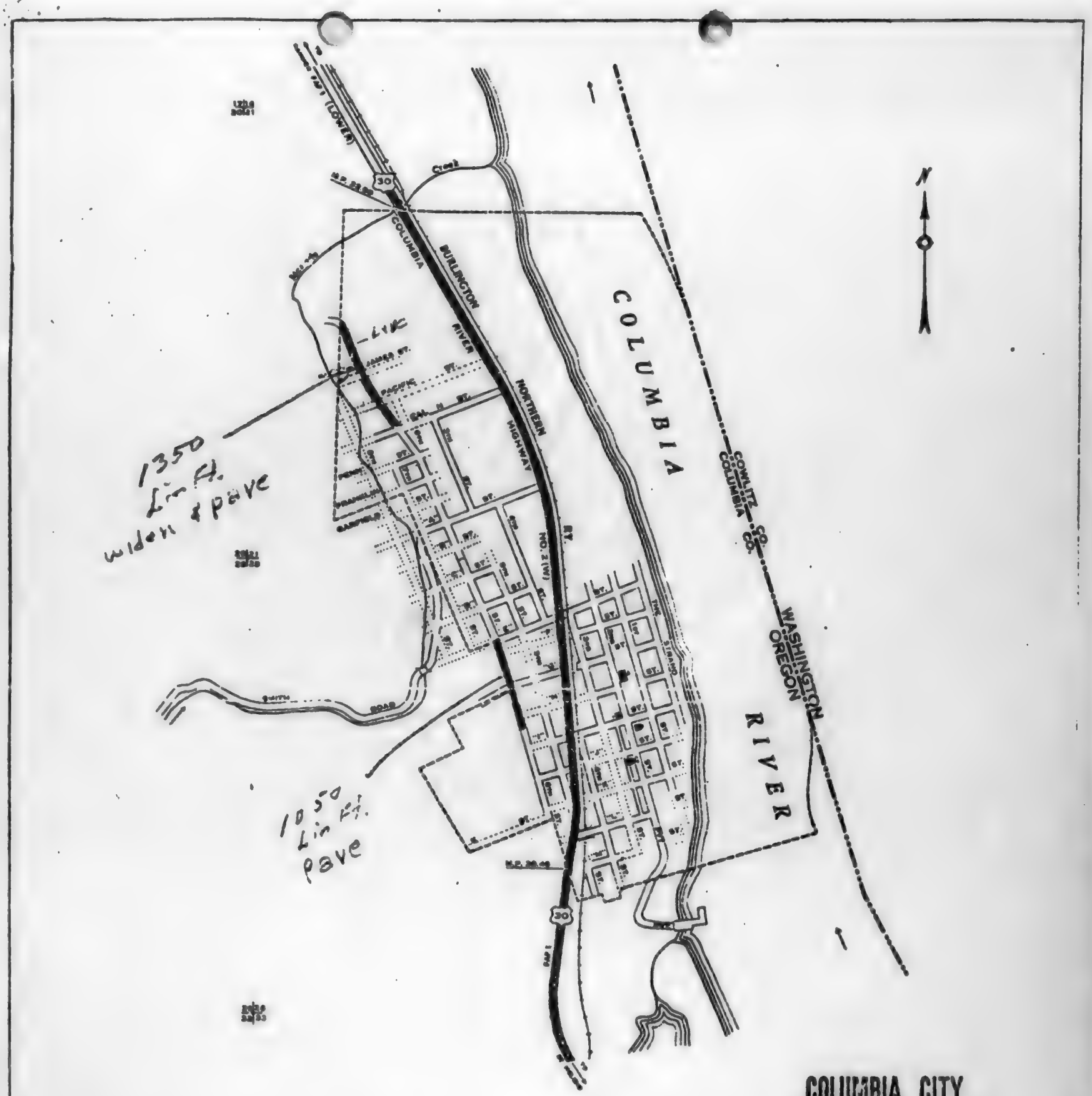
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since the project would have only local and temporary impact on the human environment, it is recommended that it be classified an assessment only action.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4 TBF



COLUMBIA CITY

COLUMBIA COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY WITH TURN LANES
- STREET OPEN FOR TRAFFIC
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY SYSTEM
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

Population 868

Revised November 1972

8739

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section "E" to "HE Street Sect & WCL - Calvin St. Sectio Date 3-24-78

Highway Columbia City City Streets County Columbia

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 1-2 paved shoulders? None
pavement width N unit (Calvin) 10ft unimproved Roadway
S Unit (E to H) 24ft Graveled surface

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

North end: Paved surface width Approx 18ft, no shoulders
South end: " " " " 24ft, " "

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

8839 — 2-24-88 — O.K. mjk

FEDERAL AID PROJECT REQUEST

Date _____

Applicant Agency COLUMBIA CITY

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. O.S. Route Name _____

Project Name WCL ~ CALVIN ST AND E ~ H ST. SECTIONS, 6TH ST. (Calvin St.)

Project Length 2400 Ft. Project Location (Attach sketch map)

Project Description Construct A.C. pavement on existing crushed rock base between E & H streets, widen and place base rock & AC pavement between Calvin St. and City limits.

Average Daily Traffic 80 + Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

24' S GRVEL - 1050 Lin Ft

Width 10' N. END - 1358 Lin Ft. Travel Lanes 1 ~ 2 Shoulders _____

Medians — Parking —

Sidewalks —

Remarks _____

2. Desired Roadway Cross Section: (Attach sketch)

Width 28'. Travel Lanes 2 Shoulders 2'

Medians — Parking —

Curbed — Length Curb Radii _____

Sidewalk/Bikeway —

Remarks 24' pavement width with 2' gravel shoulder on each side

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum _____ Maximum _____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No _____

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks Affected Utilities - Pac. NW Bell, PGE, Northwest Natural Gas, Columbia City Water - out

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization: N/A

Location _____

_____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

_____

3. Permanent Signing:

Include in project or by applicant? APPLICANT

_____

4. Permanent Striping:

Include in project or by applicant? APPLICANT

_____

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

_____

_____

_____

2. Proposed Illumination:

Location NONE ADDITIONAL
Type _____

_____

Remarks _____

_____

V. STRUCTURE DATA

1. Existing Structure: N/A

Location _____
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? _____

_____

2. Proposed Structure:

Location _____

_____

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired: NONE

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — CITY RECORDER — Office
2. Environmental — " " — Office
3. Public Hearing — " " — Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 62,300	
Right-of-way costs (if participating)		
Traffic control		
Illumination		
Structures		
Railroad		
Other Const. Engr. & Cont.	13,200	
Preliminary engineering	4,500	
PROJECT TOTAL	$ 70,000	80,000

Remarks City can provide matching money not to exceed $10,000 and would prefer to keep cost below that figure.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Columbia City and/or _____ COUNTY

By Velma M. VanDolah By_____

By_____ By_____

By_____

8839

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 23, 1978

Section "E" & "H" Section WCL - Calvin St. Section

Unit (if appl) _____

County Columbia

City Columbia City

Highway Sixth Street

State Hwy. No. _____

Termini: M.P.(if appl) _____

Length 2,400'

Region I

Construction Estimate $75,000 (SOSR)
Program Amount

B. Purpose of Project: To improve two separate sections of Sixth Street. The north section of approximately 1,350 feet is presently wide enough for only one vehicle at a time and would be widened to two lanes. The south section, 1,050' long, would be paved. This would complete the paving and widening of "G" and "H" Street from its north to south termini. It would also make it approximately uniform width and passable under adverse weather conditions and for emergency vehicles.

C. Origin & History of Project: Sixth St. is a relatively newly developed area of the city. The north section has been only recently built up and received only a narrow 9' paved road to serve it, with the first 100 yards remaining in gravel. The southern segment from "E" to "H" has only recently been converted from hillside pasture to gravel road, thus linking up all segments of Sixth. Prior to 1973, the southern portion became virtually inaccessible during periods of ice and snow. This new link connects it with "E" St., providing all-weather access due to the much shallower grades involved.

D. General Description of Project: The north segment (Calvin to Lincoln) will be widened from its present nine feet paved width to 24 feet with two foot gravel shoulders. This 1,350 foot section is essentially flat and will be readily contained within the existing 60 feet of right-of-way. The south segment will be a pavement of similar width over existing crushed rock and two foot gravel shoulders. It, too, within the 60' R/W. Bikeways are not needed in this quiet area which is deadend at either end and very

Alignment: New _____ Existing _____ Combined _____

Typical Section: Existing: No. Lanes____; Med.____; Shldrs.____; Parking_____

Proposed: No. Lanes____; Med.____; Shldrs.____; Parking_____

Traffic: Existing Facility: Existing ADT_____; Projected ADT_____; Yr.____

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr._____

Projected Level of Service _____

D. Cont.

lightly traveled. There is no present manmade drainage system and none is planned. Utilities lying under the right-of-way should not be affected except for the possibility of the need to raise access covers. The utility companies involved have been contacted by an ODOT Utilities Engineer. There is no sewerline in the area and no storm drains.

Right of Way: Additional anticipated NO (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None - no water resources involved

Local City, County or COG priorities of project:

First priority with city

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

None - this is widening and paving
over existing R/W

Other Descriptive Information or Comments:

None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Columbia City is an old town on the banks of the Columbia River, 710 population, about 35 miles downstream from Portland. The old central portion of the town rises in a series of terraces from the river's edge to Highway 30. On the west of Highway 30, the town has expanded up the hill. Sixth St. stretches along a terrace paralleling the river and above Highway 30 in a north-south direction for about 1.2 miles. The Calvin-Lincoln section is essentially flat and lies about 95 ft. above river level. From "E" to between "H" and "I" on the south, 6th rises from about 30 feet in elevation over the 1,050 ft. length of this part of the project.

2. Cultural: Columbia City is a neat, very quiet town, most of it lies in a quarter mile wide strip between Highway 30 and the river - extending about a half-mile along the river's edge. About 25 percent of its people live in retirement. There are a Crown Zellerbach lumber mill, the Columbia Headquarters of the State Forestry Dept. and a State Police facility which provide most local employment. St. Helens, with a population of 7,500, and but a few miles down the road, offers a nearby shopping center.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns: Calvin to Lincoln would become a two-way street. The "E" to "I" section would become the access road of choice to the south part of 6th St. rather than the much steeper, but already paved streets climbing up to it from Highway 30.

Consequences--Air Quality, Noise, Safety, etc.: Air quality or noise should remain unaffected. Safety would be considerably enhanced.

3. Estimated Impact on Land Use: Paving between "E" and "I" would probably encourage home building along that segment.

Consequences: A very minor increase in traffic would occur on the "E" to "H" section.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans As there will be little inducement for more traffic, the project should not increase auto emissions.

b. Noise Standards Noise should increase little if at all, and standards will not be exceeded.

c. Water Quality Standards No water resources are involved

d. Area Land Use and Transportation Plans, and Zoning This project would meet long-standing aims of the city.

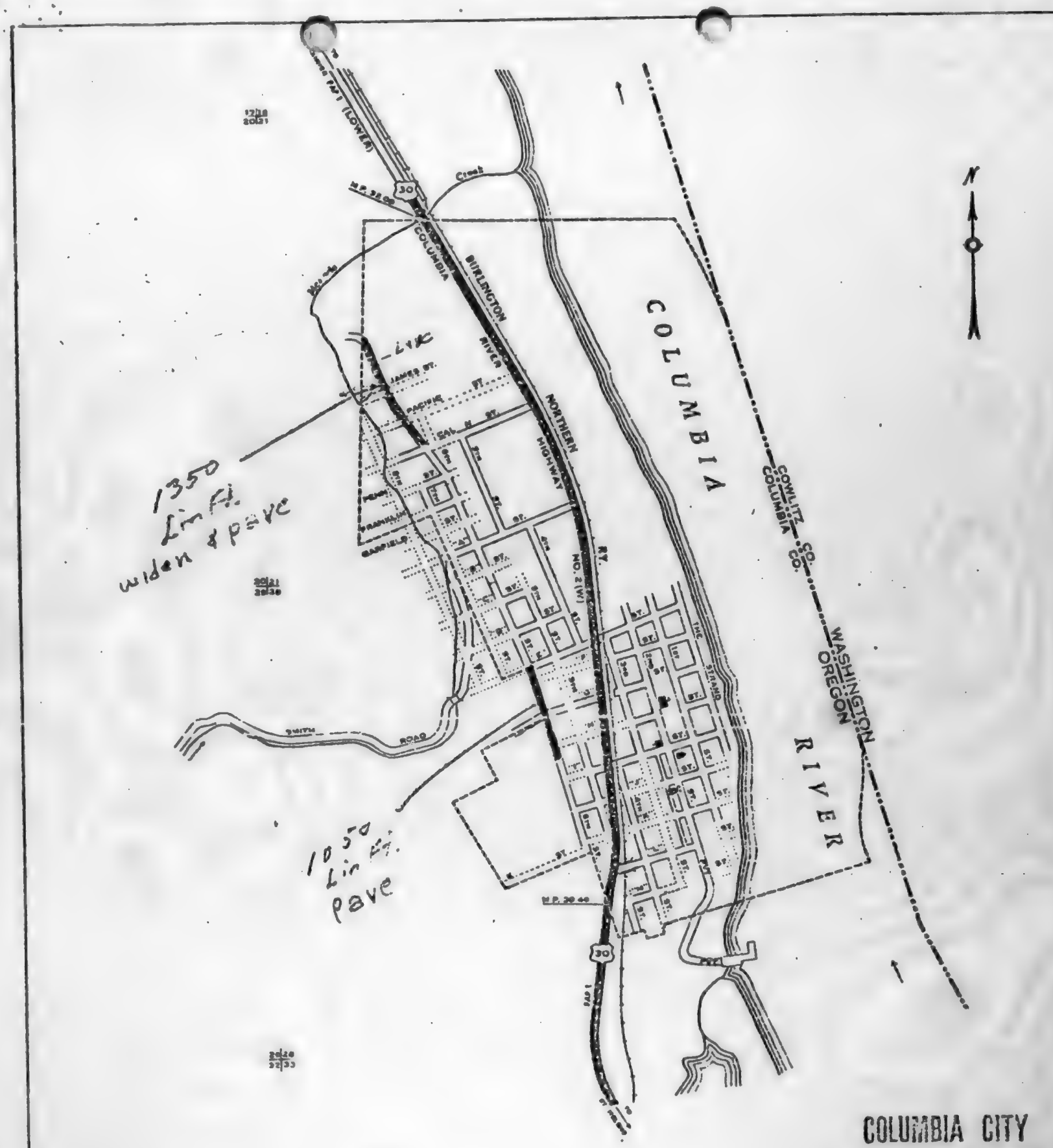
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since the project would have only local and temporary impact on the human environment, it is recommended that it be classified an assessment only action.

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4 TBF



COLUMBIA CITY

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 565

Revised November 1972

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM — STATE
- FEDERAL AID SECONDARY SYSTEM — COUNTY
- OTHER FEDERAL AID SECONDARY — LOCAL
- DESIGNATION OF FA SYSTEM
- DESIGNATION OF ROUTE
- STATE HIGHWAY
- STATE HIGHWAY NOT ON FA LANDS
- STATE PARK ROAD OR TRAIL
- STATE PARK DESIGNATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- LIFE SAVING STATION
- AIRPORT
- CITY LIMITS
- PUBLIC BLDG.
- CITY HALL
- COUNTY COURT HOUSE
- ARMORY
- LIBRARY

Form E-30 (Rev. 5-71)

8837

5CC0043

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section WCL-Calvin St & "E" St-"H"St (Columbia City) Date February 10, 19 78

Highway Sixth Street Authorization No. 1

County Columbia County (Columbia City) Survey Prefix 305-1935
(Assigned by Salem office)

Description of termini, route, length, etc.:

Survey consists of two sections on Sixth Street in Columbia City, Section I is "E" Street to "H" Street. Section II, Calvin Street to City Limits. Overall length is 2,400 linear feet.

Proposed:

24' pavement with 2' gravel shoulders

Purpose of survey:

Perform field survey, prepare plans, specifications, and estimate

SOS-0502(1)
5-19-78

SOSR
Cat. 3NM

		Estimate of Cost
Field Survey	(901)	5,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	100
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	100
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 7,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

Approved:

Tech. Serv. Mgr.

SP*23804-734

8839

October 5, 1977

City of Columbia City
City Hall
Columbia City, OR 97018

MISC. CONTRACTS and AGREEMENTS No. 6234

Attention: Mrs. Velma Van Dolah
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an Off-System Project on West City Limits-Cal N Street and "E" Street-"F" Street Sections of 6th Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8839

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the down-town area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

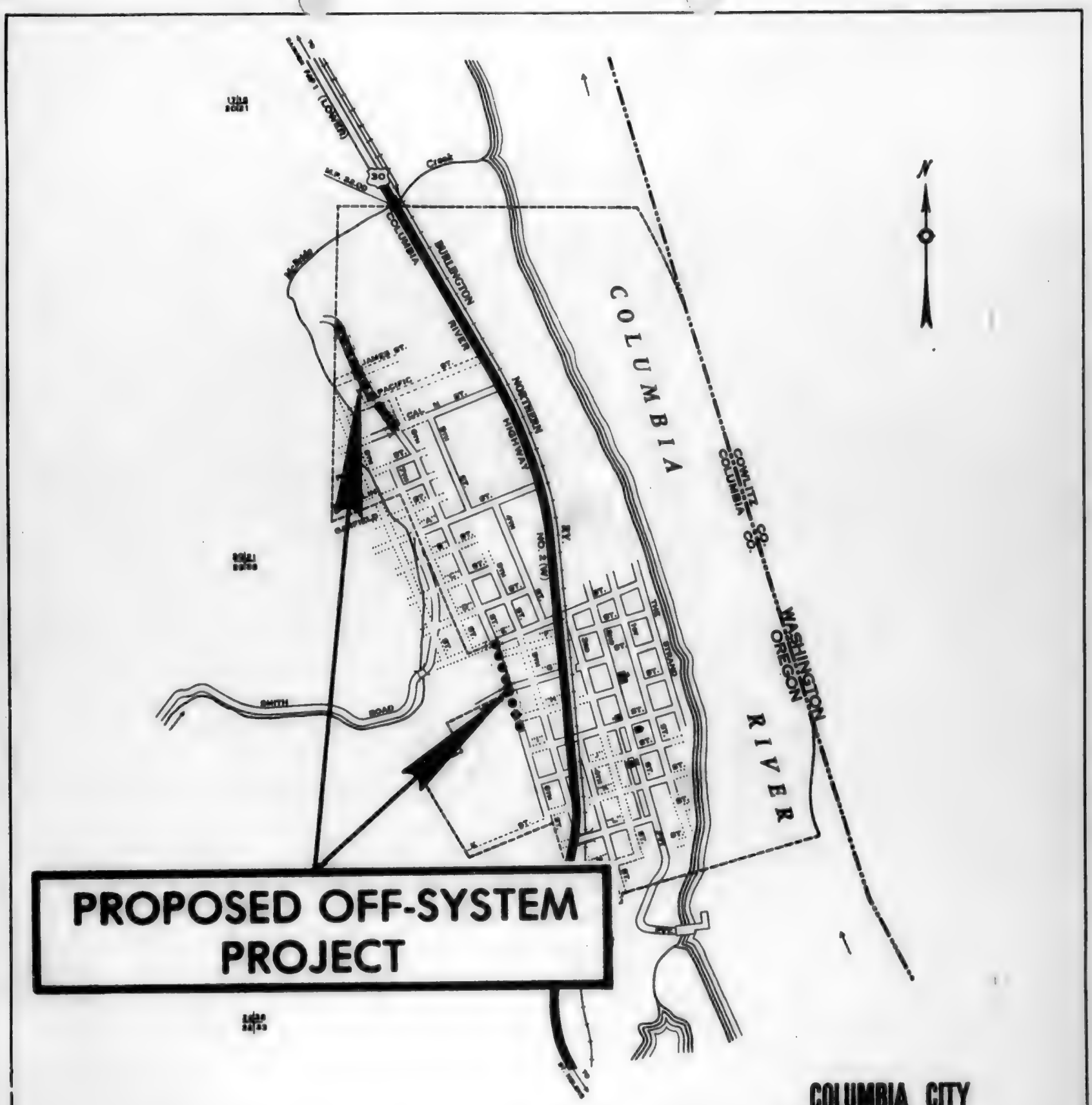
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

CITY OF COLUMBIA CITY
Proposed SOS-R Project

West City Limits-Cal N Street and
"E" Street-"H" Street (Columbia City) Section
6th Street
Grade and Pave
0.46 mile
$70,000

This project entails all the work and costs involved in widening and improving 6th Street to provide a two-lane all weather access to this area of the city.

State will perform preliminary and construction engineering.



LEGEND

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- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CITY HALL (CY)
- COURT HOUSE (CT)
- ARMORY (A)
- LIBRARY (L)

COLUMBIA CITY

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 868

Scale in Feet

Revised November, 1972

8839 OSR

Mr. Jon Rose
Region 1 Federal Aid Engineer

September 8, 1976

Robert H. Prange
Rural Engineer

Proposed Off-System Project
Sixth Street
City of Columbia City

Please inform Columbia City that we will accept their proposal to extend the Sixth Street project to cover additional length, as long as their total project remains on Sixth Street. In this regard, have the city fill out one of our new application forms describing the revised project and showing a new and more accurate estimate.

RHP:sch

Jon Rose called 9-9-76
New application
already en route

11-16-76

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☒ RE ☒ RPE ☐

SOSR
Col. City

PHONE 397-4010

PROJECT MANAGEMENT | AUG 30 76 | REFER TO | FOR: Info, Investigate, R/D, Action, File, Letter, See me

The City of Columbia City

OFFICE OF THE RECORDER
1755 SECOND PLACE
COLUMBIA CITY, OREGON 97016

August 25, 1976

~~OE~~ RE RME DE FAE
TE RECEIVED RSM
UE AUG 27 1976 RSC
SO REGION 1 RBI
ENV LOC

Jon Rose, Region Engineer
Oregon State Highway Division
P.O.Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

The City of Columbia City does wish to request funds for street improvements through the Safer Off System Roads Program.

The original project to improve the 6th St. extension between "E" Street and "I" Street under the old OSR program has been partially accomplished. That is, the street has been opened to traffic, however the City was not financially able to pave this section of street. There is a need for funds for paving this area.

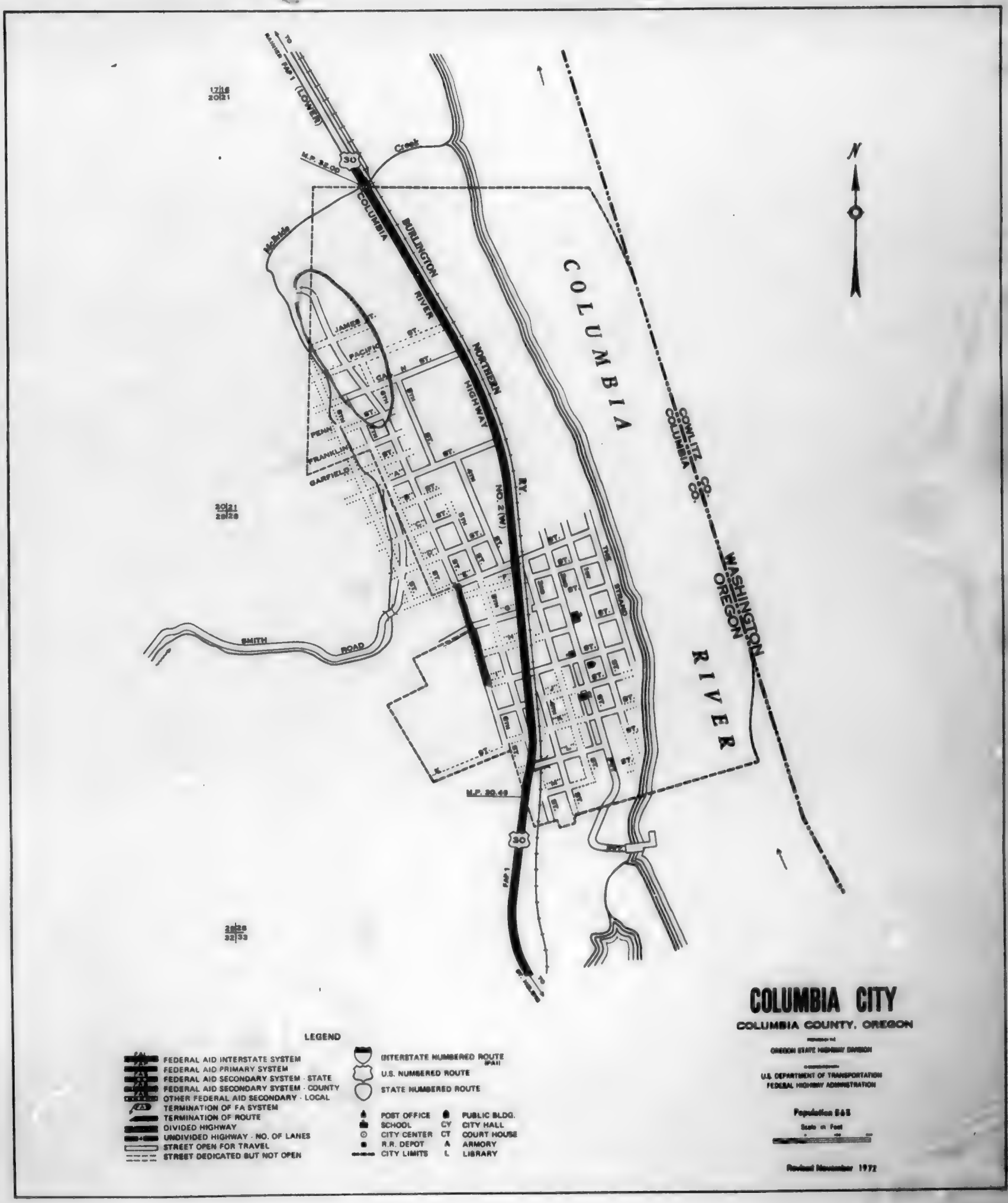
However, the City has recently received a request to improve the North end of 6th St. to make it possible for the school buses to travel this street and turn around at the end of the street. The existing street (4 blocks at the North end) needs to be widened as it is now only 10' wide and does not allow two vehicles to meet without one of them moving off the street onto the shoulder. Also for an adequate turn around for the school bus a cul-de-sac must be installed at the end of the street, so that the buses do not have to back up, which is extremely dangerous at loading time.

Perhaps both of these areas could be worked into one application as they are both on 6th Street. If not, our major concern is to open the road for safe school bus travel.

Thank you.

Sincerely,
Velma M. VanDolah
Velma.M. VanDolah

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐



N

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
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- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAII)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

POST OFFICE		PUBLIC BLDG.	
SCHOOL	CY	CITY HALL	
CITY CENTER	CT	COURT HOUSE	
R.R. DEPOT	A	ARMORY	
CITY LIMITS	L	LIBRARY	

COLUMBIA CITY

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 565

Scale in Feet

Revised November 1972

SOSR

8839

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO-4

Region 1 - Milwaukie

September 8, 1976

FROM: JON ROSE
Region Federal Aid Engineer

SUBJECT: SOSR PROJECT
6th St. (N. End)
Columbia City

TO: GEORGE HOPKINS
Project Development Engineer

Columbia City has indicated that it is still interested in developing its off system road project on 6th Street. The original request was made in July of 1975, and the attached request is merely a modification of that earlier one to reflect changes in the program. No environmental assessment has been submitted but when received it will be reviewed by the Region Environmentalist and forwarded to the Environmental Unit in Salem.

Please consider this project for inclusion in the program as funds become available.

RECEIVED
COUNTY & CITY SECTION
SEP 13 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ RPE ☒ CE ☐ RE ☑ RPE ☐

PROJECT MANAGEMENT
SEP -9 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File

JR/gw

Attachment

cc: R. N. Bothman

Rev. 10/29/75

OE RE RME RCE FAE
TE RECEIVED RSM
UE RSC
SO REGION I RBI
ENV LOC

SAFER OFF-SYSTEM ROADS

[redacted] PROJECT REQUEST

Name of ~~County~~ City Columbia City FAS No. _____ Date Sept. 3, 1976
~~County~~ Road Name 6th street
Section Name _____
Type of Project widening - paving
Location of Project (Attach sketch/map) 6th street - N end
ADT _____ Design Speed 25

Is this request for county bridge design only? Yes _____ No ✓
county FAS bridge design? Yes _____ No ✓
Will County hire consultant for this project? Yes _____ No _____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Asphalt
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 24'

2. Shoulders: Type Gravel
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 2' Total Top Width 28'

3. Grading and Drainage:
By County _____ County Date of Completion _____ By Contract ✓

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract ✓
Has base design been given to County? Yes ✓ No _____
Will it be furnished? Yes ✓ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract ✓

6. Binder Course:
By County _____ County Date of Completion _____ By Contract ✓

7. Traveled Surface and Shoulders:
By County _____ County Date of Completion _____ By Contract ✓

8. Clearing: Not Applicable
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No ✓
Type Desired _____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs _____

RECEIVED
COUNTY & CITY SECTION
SEP 13 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No✓
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use✓
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No✓

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? NA Yes_____ No_____

17. Does County wish sight posts installed? NA Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes✓ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? NA Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching NA Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? must be open for emergency vehicles Yes_____ No✓

23. Can through traffic be detoured? Yes_____ No✓

24. Must new detour be constructed? Not feasible Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes ✓ No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No ____

27. Will County sign project outside work area during construction? Yes ✓ No ____

28. Will Contractor sign project outside work area during construction? Yes ____ No ____

29. Should contract provide for permanent signing? Yes ____ No ✓

30. Should State do permanent signing? NA Yes ____ No ✓

31. Will traffic signals be required? Yes ____ No ✓
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ____ No ✓
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain ____

33. Existing facility - Total top width 60' right-of-way
Travelway width and surface 10', ____
Shoulder width and surface ____, ____

Remarks re Section I: When two vehicles meet - one must pull off on dirt shoulders or into drive way.

II. BRIDGE PROJECT DATA

1. Name of river or stream ____

2. Name of bridge ____

3a. Dimensions of existing bridge. Length ____ Roadway Width ____ Type ____
b. Dimensions of existing approaches. Type ____ Width ____ Shoulders ____

4. Type of design and material used in existing bridge. ____

5. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.

6. Desired width of proposed bridge ____ Approx. length ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_✓_____
   Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
   _____
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
   Explain_____
   _____
   _____

10. Foundation Testing: By County? Yes_____ No_____
    By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
    By Contractor? Yes_____ No_____
    Traveled surface: Type_____ Width_____
    Shoulder surface: Type_____ Width_____
    (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____
    N.W. quadrant distance from structure_____
    N.E. quadrant distance from structure_____
    S.W. quadrant distance from structure_____
    S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

S or W Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes_____ No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No_____

3. Construction plans and specifications to be prepared:

By State? Yes_____ No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No_____

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum _____

2. Is any additional right of way needed? Yes _____ No ✓
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? NA Yes _____ No _____

4. Should State negotiate and acquire right of way in behalf of County? Yes _____ No _____

5. Should State prepare options? Yes _____ No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No _____

7. Is there any merchantable timber on right of way? Yes _____ No ✓

8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No ✓
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes _____ No ✓
If yes, give type and name of utility company: _____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes ✓ No _____
If yes, give type and name of utility company: Pac. N.W. Bell. N.W Natural Gas. Portland General Elec. Col. City Water.

13. Are utilities on existing right of way by permit _____ or by franchise ✓
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes _____ No ✓
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No ✓

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance:_____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing_____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop Signs_____
Crossbucks_____ Automatic bell_____ Gates_____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No✓_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No✓_____

Remarks re Section IV:_____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel Watters Con Crete Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private ✓ Other _____
3. Location: St Helens Section _____ Township _____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Aggregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V: _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 30,000 - 40,000.
2. Available FAS Funds $ _____
3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____
4. Date match money is available _____
5. Will there be any 100% County money? Yes _____ No _____
6. Maximum amount of 100% ~~County~~ City money available: $ approx 5,000-
7. Date County request letting: as soon as possible

Remarks re Section VI: School buses are starting to travel this road this year - it is too narrow to be safe

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Recorder - Velma VanDolah City Hall
   Office
2. Environmental — " " "
   Office
3. Public Hearing — " " "
   Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Robert L King Mayor
County Judge or Comm. Chairman

By _____
County Commissioner

By Velma VanDolah, City Recorder
County Commissioner

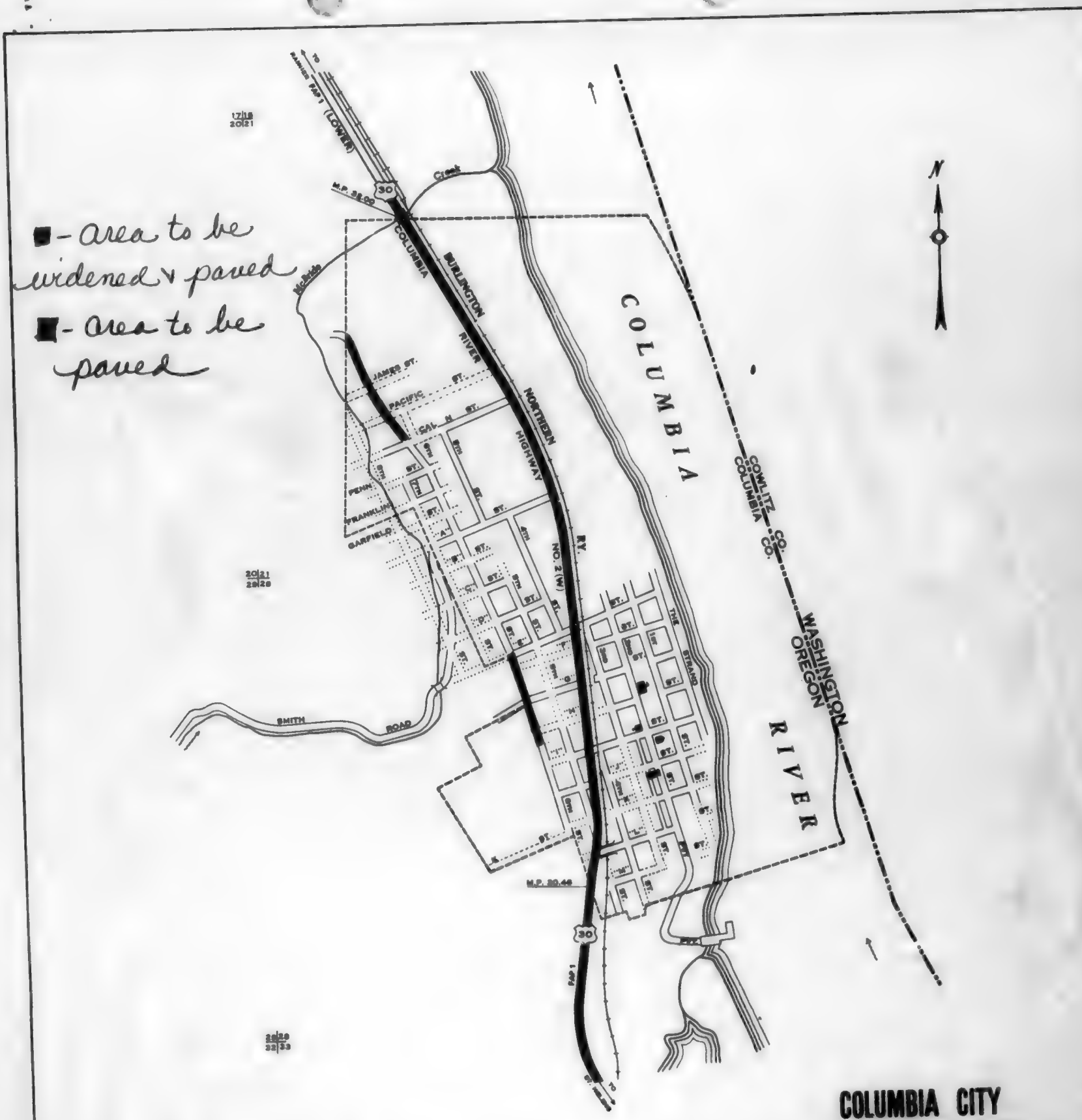
By Harley VanDolah, Pub. Works
County Engineer of Roadmaster

~~County~~ Columbia City

Date September 3, 1976

■ - area to be widened & paved

■ - area to be paved



COLUMBIA CITY

COLUMBIA COUNTY, OREGON

prepared by the
OREGON STATE HIGHWAY DIVISION

in cooperation with the
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 565

Scale in Feet

Revised November 1972

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

▲	POST OFFICE	●	PUBLIC BLDG.
⛪	SCHOOL	CH	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
	CITY LIMITS	L	LIBRARY

8859

GEORGE HOPKINS Col. SOSR City

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

August 18, 1976

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Lee Lusk
Superintendent of Public Works
Columbia City
Columbia City, OR 97018

Re: Safer Off System Roads Program

Mr. Lusk:

The recently enacted Federal Aid Highway Act of 1976 made some changes in the previous Off System Roads Program, and in the Title II Safety Program. The new Safer Off System Roads Program broadens the older program somewhat in that off system roads may be eligible not only in rural areas but also in all cities and urban areas. Because the money available has been reduced somewhat, the guidelines have been changed from those previously used. After a good bit of discussion between the State, the Federal Highway Administration, the Association of Oregon Counties and the League of Oregon Cities, a formula for distribution of available money has finally been developed. To give all cities an opportunity for a project, the limit is now placed at $75,000 for city-proposed projects and limited to one project per city until all cities have constructed a project or have had the opportunity for one.

We have in our files a request from Columbia City for a project to improve the 6th Avenue extension between "E" Street and "I" Street under the old OSR program. The estimated cost at that time was approximately $29,000, so the limitation imposed by the new SOSR program should not be a problem with this project. The ratio of federal funding has been changed to approximately 86%, so a $30,000 project would qualify for $25,800 in federal funds with the remaining $4,200 local match to be provided by the City.

Would you let us know shortly if the City still wishes to proceed with the 6th Street extension project so that we may take the necessary steps to get funds programmed.

PROJECT MANAGEMENT
AUG 19 '76
REFER TO
Info | Investigate | R/W | Action | File | Letter

RECEIVED
COUNTY & CITY SECTION
AUG 19 1976
☐ ENGR. ☐ CONR. ☑ UE ☑ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ UPE ☐

Form 81-734-3122

You may already have a copy, but I am enclosing a set of procedural guidelines for this program. If you have any other questions, you might give me a call at this office.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

Enclosure
cc: George Hopkins

8839

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 27, 1975

FILE: PRO 4

FROM: JON ROSE
Regional Federal Aid Engineer

SUBJECT: OFF-SYSTEM ROADS PROJECT
COLUMBIA CITY

TO: GEORGE N. HOPKINS
Program Development Engineer

Columbia City has submitted the attached request form for a project to be funded under the Off-System Roads program, supplementing an earlier letter. A project Environmental Assessment from the City is now being reviewed by Craig Markham and will be forwarded shortly to the Environmental Section.

Another local project has been approved for this county so the Columbia City project is not eligible at the present time, but the information should be held for later consideration.

JR/cr
Attachment

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

AUG 27 1975

REMARKS:

Rev. 6/6/75

05-0502(1)

OFF-SYSTEM ROADS

~~COUNTY ROAD~~ PROJECT REQUEST

Name of ~~County~~ City Columbia City FAS No. _____ Date Aug. 1, 1975
County Road Name Sixth Street
Section Name _____
Type of Project Street Extension
Location of Project (Attach sketch map) Between 1st & 2nd st.
ADT 80 now Design Speed 25 mph
300 when sub-div. completed
Is this request for county bridge design only? Yes _____ No -
county FAS bridge design? Yes _____ No -
Will County hire consultant for this project? Yes _____ No -

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC Asphalt
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 24 feet

2. Shoulders: Type gravel
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 2' Total Top Width 28'

3. Grading and Drainage:
By County _____ County Date of Completion _____ By Contract -

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract ✓
Has base design been given to County? Yes ✓ No _____
Will it be furnished? Yes ✓ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract ✓

6. Binder Course:
By County _____ County Date of Completion _____ By Contract ✓

7. Traveled Surface and Shoulders:
By County _____ County Date of Completion _____ By Contract ✓

8. Clearing:
By ~~County~~ City done County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No -
Type Desired _____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs _____

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No✓
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use✓
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No✓

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No✓

14. Will County adjust structure to additional width? Yes_____ No✓

15. Will adjusted width be standard? Yes✓ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes✓ No_____

17. Does County wish sight posts installed? Yes_____ No✓

18. Does County wish State to permanently stripe project? Yes✓ No_____

19. Will County do striping? Yes_____ No✓

20. Does County wish guardrail installed? Yes_____ No✓
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes✓ No_____
By seeding and mulching Yes✓ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes✓ No_____

23. Can through traffic be detoured? Yes✓ No_____

24. Must new detour be constructed? Yes_____ No✓

25. Will detour be constructed and maintained by ~~County~~ City? Yes ✓ No _____

26. Will detour be constructed & maintained by Contractor? Yes _____ No _____

27. Will ~~County~~ City sign project outside work area during construction? Yes ✓ No _____

28. Will Contractor sign project outside work area during construction? Yes _____ No _____

29. Should contract provide for permanent signing? Yes _____ No ✓

30. Should State do permanent signing? Yes _____ No ✓

31. Will traffic signals be required? Yes _____ No ✓
If yes, give location and type desired _____

32. Is project contingent upon other factors? Yes _____ No ✓
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream _____

2. Name of bridge _____

3a. Dimensions of existing bridge. Length _____ Roadway Width _____ Type _____
b. Dimensions of existing approaches. Type _____ Width _____ Shoulders _____

4. Type of design and material used in existing bridge. _____

5. Location (please attach map with location marked): _____
Section _____ Township _____ Range _____ W.M.

6. Desired width of proposed bridge _____ Approx. length _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
   Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
   _____
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
   Explain_____
   _____
   _____

10. Foundation Testing: By County? Yes_____ No_____
    By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
    By Contractor? Yes_____ No_____

    Traveled surface: Type_____ Width_____
    Shoulder surface: Type_____ Width_____
    (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

    N.W. quadrant distance from structure_____
    N.E. quadrant distance from structure_____
    S.W. quadrant distance from structure_____
    S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By ~~County~~? City has completed survey Yes ✓ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ✓ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By ~~County~~? City has plans & specs. Yes ✓ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes ✓ No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 80' Minimum 80'

2. Is any additional right of way needed? Yes_____ No ✓
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes acquired No_____

4. Should State negotiate and acquire right of way in behalf of County? Yes_____ No ✓

5. Should State prepare options? Yes_____ No ✓

6. Should material source site be included in right-of-way descriptions? Yes_____ No ✓

7. Is there any merchantable timber on right of way? Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No ✓
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes_____ No_____
If yes, give type and name of utility company:_____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes ✓ No_____
If yes, give type and name of utility company: Northwest Natural Gas Columbia City Water

13. Are utilities on existing right of way by permit____ or by franchise ✓
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes_____ No ✓
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No ✓

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance:_____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing_____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop Signs_____
Crossbucks_____ Automatic bell_____ Gates_____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No___/___

Remarks re Section IV:_____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel ✓ Quarry ✓ Cinders _____
2. Owner: County _____ State _____ Private ✓ Other _____
3. Location: _____ Section _____ Township _____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Aggregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V: _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 29,000.00 100,000
2. Available FAS Funds $ 0
3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____
4. Date match money is available _____
5. Will there be any 100% County money? Yes _____ No _____
6. Maximum amount of 100% ~~County~~ City money available: $ 1765.00
7. Date County request letting: _____

Remarks re Section VI: _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Hall - Mayor King (Office)
2. Environmental — City Hall - Lee Lusk - Street Supt. (Office)
3. Public Hearing — City Hall - Mayor King (Office)

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the ~~County~~ City.

This application is not complete without an attached exhibit showing location of project.

By Edward L. Lusk Street Supt.
~~County Judge or Comm. Chairman~~

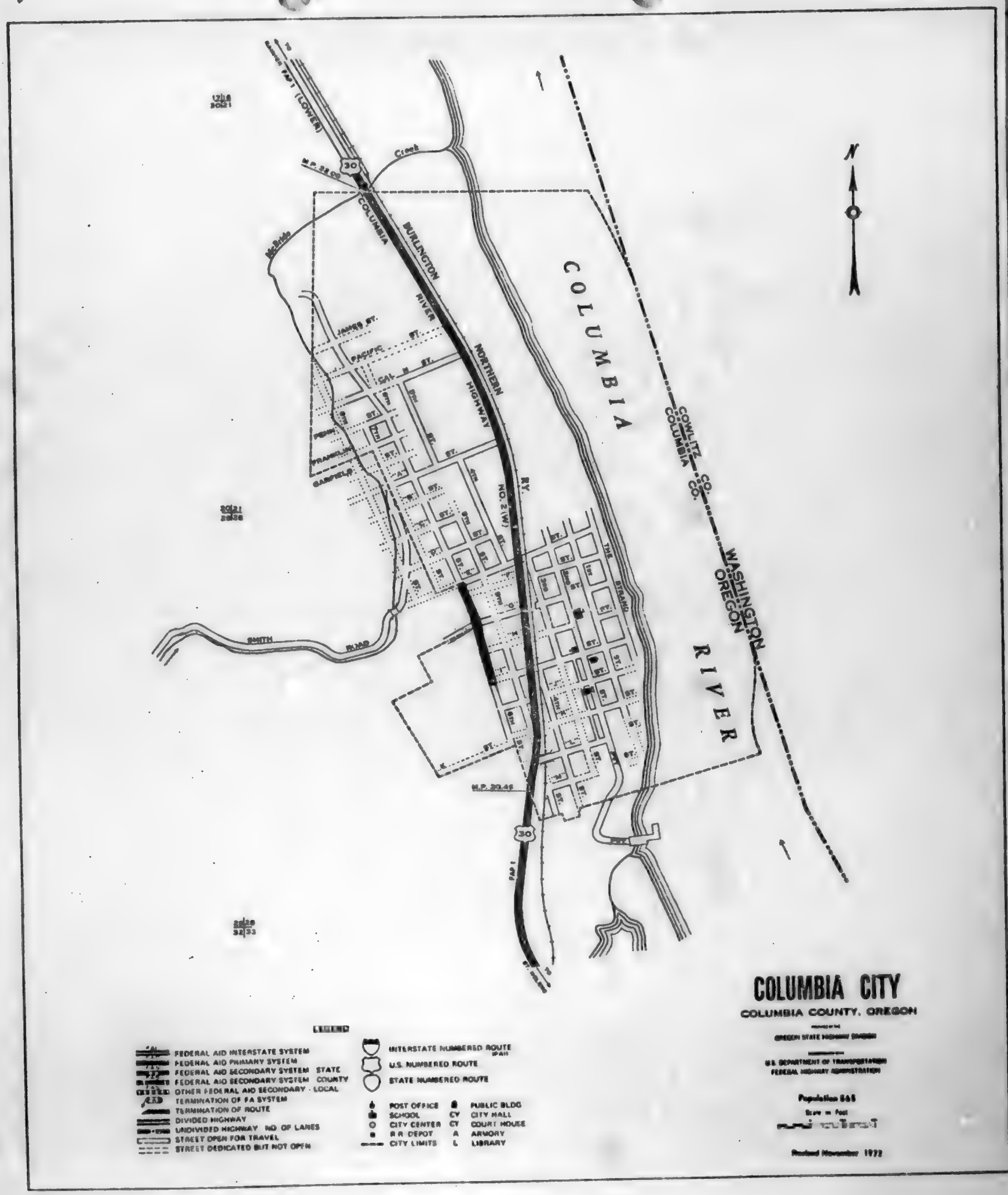
By Velma M. Van Dolah, City Recorder
~~County Commissioner~~

By _____
~~County Commissioner~~

By _____
County Engineer of Roadmaster

~~County~~ City of Columbia City

Date August 1, 1975



COLUMBIA CITY

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 868

Revised November 1972

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R R DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CY COURT HOUSE
- A ARMORY
- L LIBRARY

8237

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 20, 1975

Honorable Robert L. King
Mayor
City of Columbia City
City Hall
Columbia City, Oregon 97018

Dear Mayor King:

We wish to acknowledge receipt of your Off-System Roads project application which we received July 29, 1975.

As stipulated in the interim guidelines for the Off-System Roads Program, funds for city and road district projects shall be available on a $100,000-per-county basis. Priorities are established in the order in which applications are received. The city allotment for Columbia County has been reserved for use by the City of Clatskanie.

First round project request applications have been received to date in excess of available funds. We will, however, place your request on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

L. W. RULIEN
Project Management Engineer

By George N. Hopkins
George N. Hopkins
Project Development Engineer

MCH:scr

8939

OREGON STATE HIGHWAY DIVISION

6th St. Extension

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

39-H

July 29, 1975

City of Columbia City
1755 Second Place
Columbia City, Oregon 97018

NOTED
E. S. HUNTER

Attention: Mr. L. E. Lusk
Street Superintendent

Dear Lee:

This will acknowledge receipt of your request to submit an application for federal aid under the Off-System Program. From your description, it would appear that the proposed project would be well qualified for OSR funds.

We are referring this matter to the Region Engineer, Mr. Ed Hardt. He or his representative will call on you to explain the program and furnish you with the necessary forms and information for making a formal application. In the interim, your request will be placed on our list in numerical order.

Very truly yours,

George M. Hopkins
Project Development Engineer

MCH:scr

cc: E. L. Hardt
bc: E. S. Hunter, completes ESH assign. no. 39. ✓

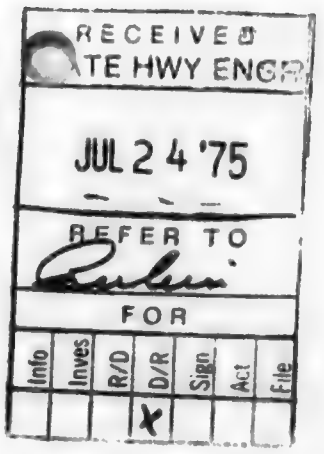
RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

PHONE 397-4010

The City of Columbia City

OFFICE OF THE RECORDER
1755 SECOND PLACE
COLUMBIA CITY, OREGON 97018

July 22, 1975



Mr. F. B. Klaboe, Administrator
and State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: Off-System Roads Program

Dear Sir:

The City of Columbia City would like to make application for funding on the Off-System Roads Program.

The City has acquired the properties giving them the right-of-way for the extension of street (6th Street), which would give winter access to approximately 12 homes that now have no access in extreme winter weather. We find however, that our budget does not allow us to construct the street. We have had the preliminary engineering done by Mr. Layne Caswell, registered land surveyor, of Beaverton, Oregon. He has accomplished the boundary survey, and provided the City with topographic maps and design. He estimated the costs of the street to be $16,500. However this estimate was made in 1973 and prices have soared since then. Personally I feel the project would near $25,000.

Enclosed you will find a city map showing the location of the project for which we are making application for funding. You will mote the area called Riverview Heights. This area now has approximately 12 homes but there is potential for over 80 more. In the winter time I street and K street cannot be used if there is any ice or snow, because of the extreme slope of these two streets. Obviously this causes a potential hazard since fire trucks and emergency vehicles cannot reach the area either.

It is our opinion that this project is extremely important. As you can see we have done what we could to get it under way, but find that our street funds just will not extend far enough to accomplish this project without financial assistance.

Please take a good look at this project. If it does not qualify for this funding program, we would appreciate any suggestions you might have as to where we could receive assistance.

Thank you.

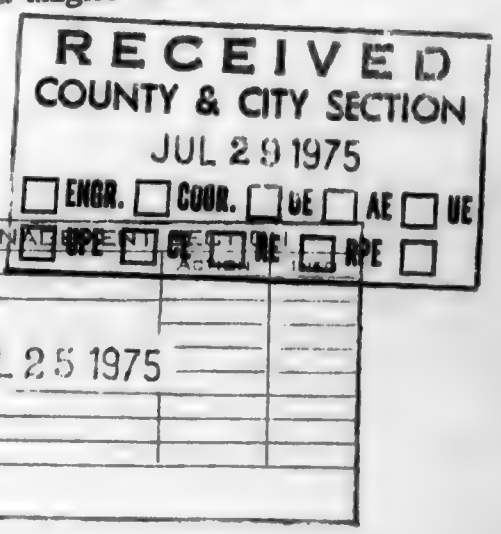
Sincerely,

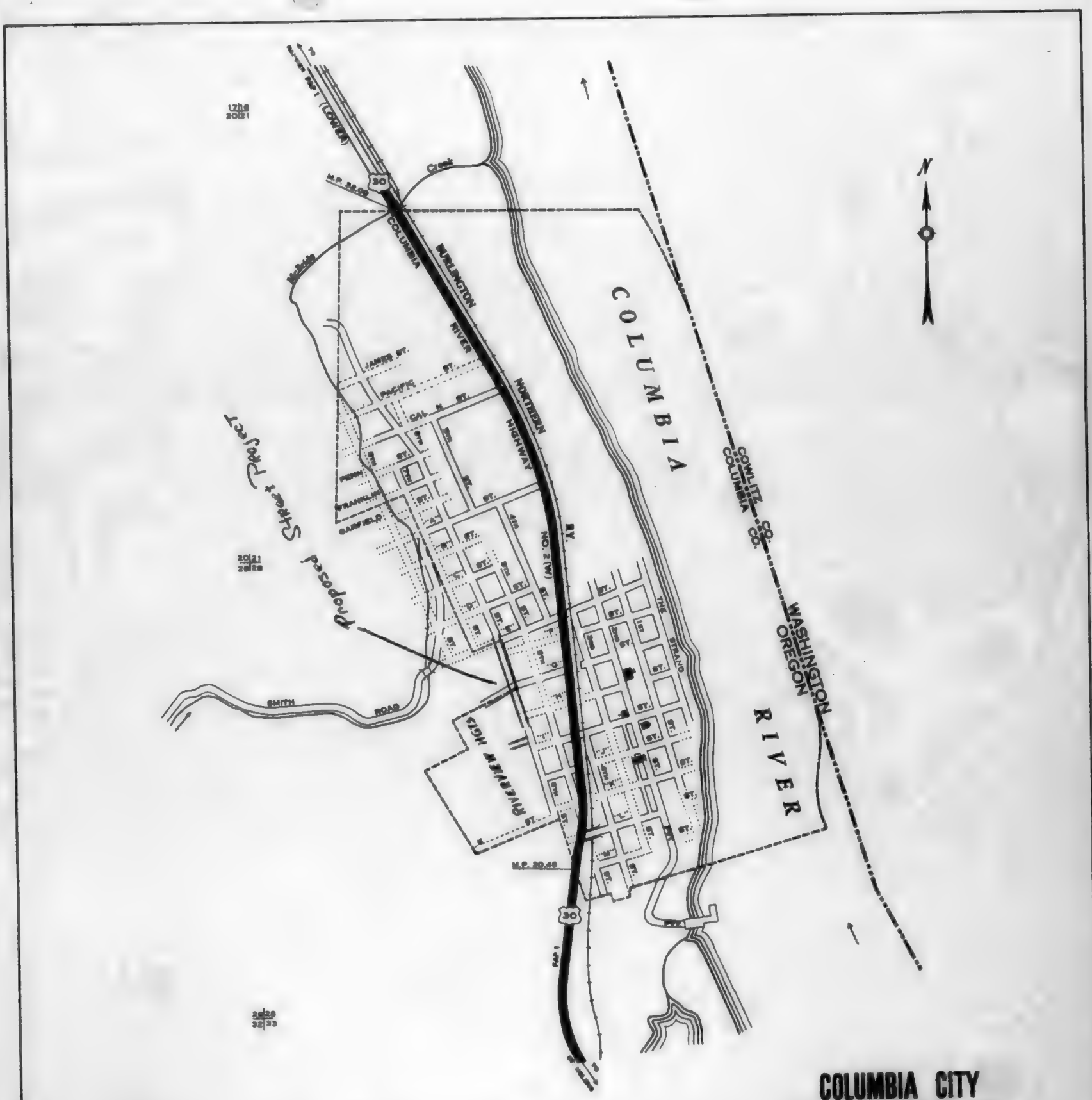
Lee Lusk

L. E. Lusk
Columbia City Street Superintendent

LL:vv

Enc. 2 maps





COLUMBIA CITY

COLUMBIA COUNTY, OREGON

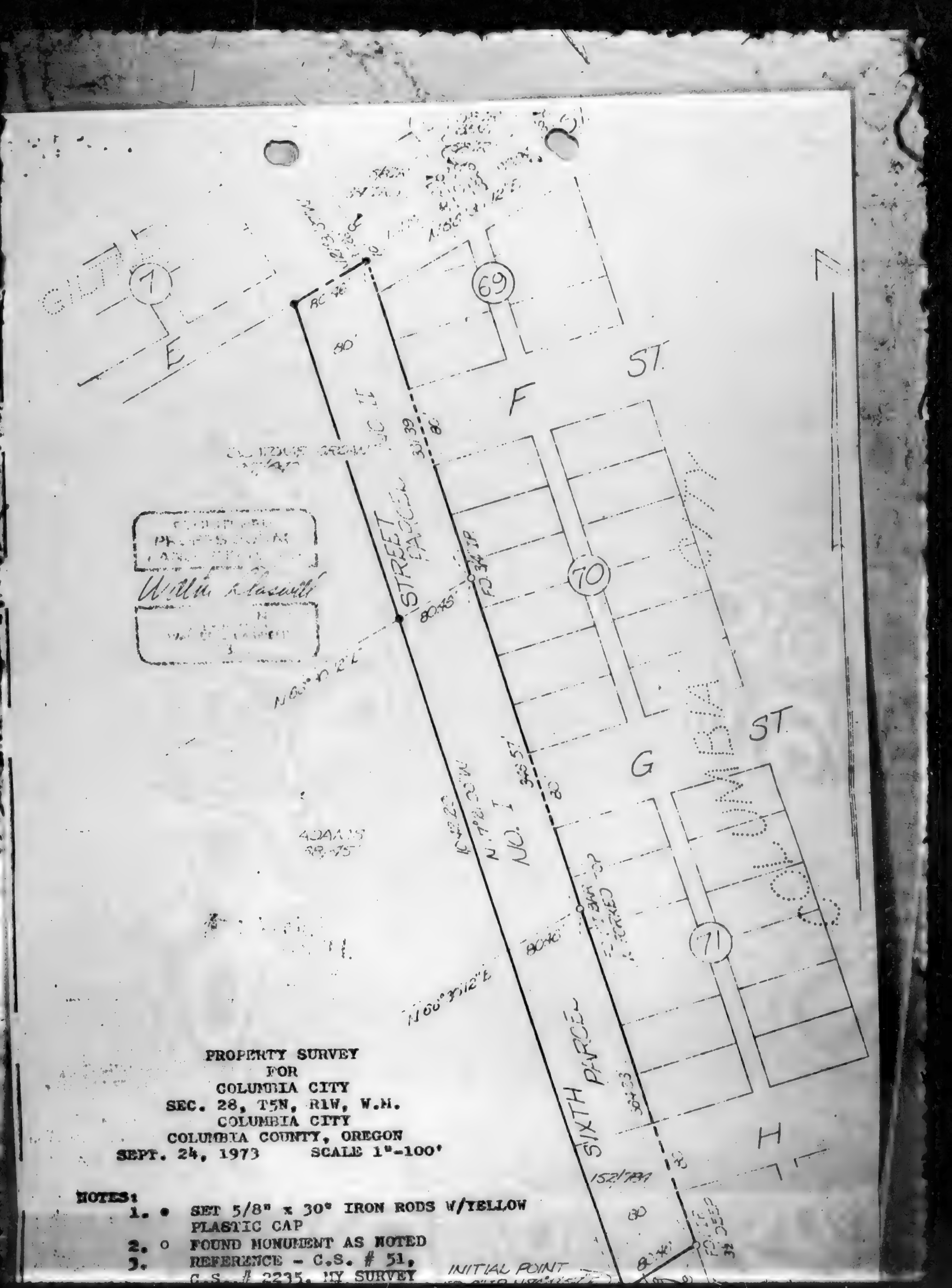
OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 565

Scale in Feet

Revised November 1972



PROPERTY SURVEY
FOR
COLUMBIA CITY
SEC. 28, T5N, R1W, W.M.
COLUMBIA CITY
COLUMBIA COUNTY, OREGON
SEPT. 24, 1973 SCALE 1"=100'

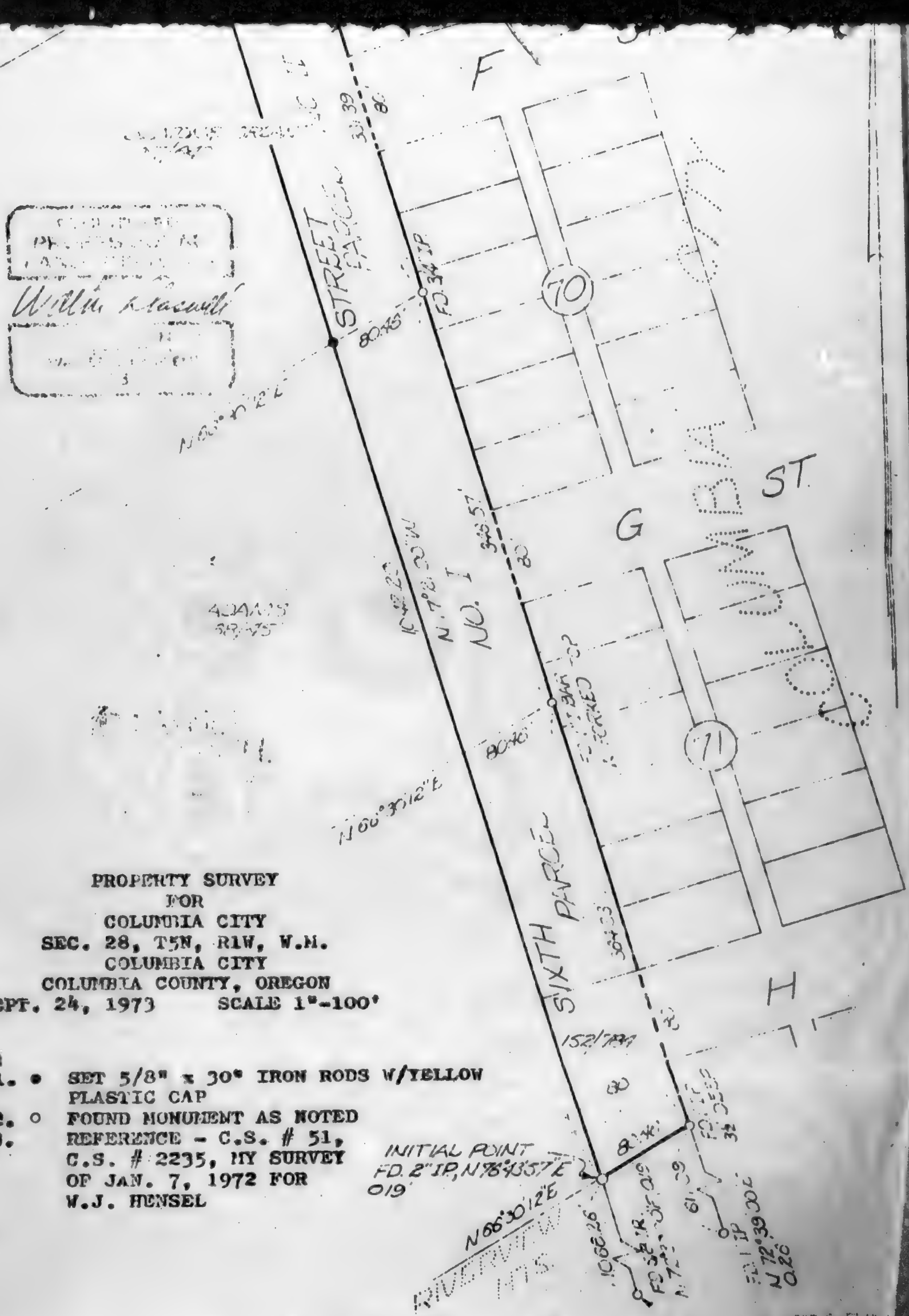
NOTES:

1. ● SET 5/8" x 30" IRON RODS W/YELLOW PLASTIC CAP
2. o FOUND MONUMENT AS NOTED
3. REFERENCE - C.S. # 51, C.S. # 2235, HY SURVEY

PROPERTY SURVEY
FOR
COLUMBIA CITY
SEC. 28, T5N, R1W, W.M.
COLUMBIA CITY
COLUMBIA COUNTY, OREGON
SEPT. 24, 1973 SCALE 1"=100'

NOTES:

1. • SET 5/8" x 30" IRON RODS W/YELLOW PLASTIC CAP
2. ○ FOUND MONUMENT AS NOTED
3. REFERENCE - C.S. # 51, C.S. # 2235, MY SURVEY OF JAN. 7, 1972 FOR W.J. HENSEL



1978 N.C.L.-Ocean Blvd. Sec. 8340
of Woodland Dr., Coos Bay.
(grading & paving)

11-12-4 1809 HAP

Form 734-2191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-30-80	CC-2073	

CREDIT DISTRIBUTION
306-1936-295
306-1062-295

BILL TO: Code:

City of Coos Bay
P.O. Box 1118
Coos Bay, Oregon 97420
Attn: Joe Schwarm, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Project No. M-2671(2)			
N.C.L. - Ocean Blvd.			
Woodland Dr.			
Coos County			
Agreement No. 6081			
Contract No. 8840			
TOTAL COST			$130,684.44
Less Federal Funds			111,966.27
Less State Share			9,278.16
City Share			9,440.01
City's Advance Deposit			10,772.00
REFUND DUE CITY			$ 1,331.99

Advance Deposit Amount	$ 10,772.00
Advance Deposit Previously Transferred to Highway Fund	$ 8,572.00
Balance	$ 2,200.00
Transfer to Highway Fund	$ 868.01
Refund Due	$ 1,331.99
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC-1959

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: For D. E. Swan

SP*35736-7 14

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-30-80

CITY COOS BAY **Contract No.** 8840 **Date Completed** 5-21-79

PROJECT # M-2671(2) **Section** N.C.L. - Ocean Blvd., Woodland Dr.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 15,184.25
Contract Payments		100,389.09
S.F.O. #1 Relocate 2 Hydrants & Water Meters		797.99
S.F.O. #2 Permanent Striping		559.70
Construction Engineering		13,519.40
Audit Expense		193.22
Interest Paid Contractor		40.79
TOTAL COST		$130,684.44
Federal Aid Funds		111,966.27
BALANCE		$ 18,718.17
Non-Participating Items:		
Preliminary Engineering	$121.07	
Construction Engineering	25.76	
Interest Paid Contractor	40.79	187.62
		$ 18,530.55

State Share:
50% of ($18,530.55 + $25.76) = $9,278.16

City Share:
50% of $18,530.55 + ($187.62 - $12.88) = $9,440.01

Reference: Billing Form CC-2073

306-1936 ✓
306-1062 ✓

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	"N" City Limits-Ocean Blvd. (Coos Bay) Section Coos County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 14,995.07	
	Construction Type Code 6201 Roadway (Sta. 10+00 To Sta. 46+10) Final Contract Payment Summary	Lump Sum			100,389.09	
SFO #1	Relocate 2 Hydrants & Water Meters- Coos Bay - North Bend Water Dist.	All Required			797.99	
SFO #2	Permanent Pavement Striping-State	All Required			559.70	
	Total Participating Construction				$101,746.78	
	Construction Engineering State	All Required			13,861.75	
	Misc. Project Costs Audit	All Required			193.22	
	Total Participating Costs				$130,496.82	
	Nonparticipating Items Preliminary Engineering-State	All Required			121.07	
	Interest Paid to Contractor	All Required			40.79	
	Construction Engineering	All Required			25.76	
	Total Nonparticipating Items				$130,684.44	

Prepared based on Participating costs shown on Federal Billing as of 8/31/80.

AMOUNT CARRIED FORWARD .....

GPO 944 892

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 10-25-77
TO 4-14-80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-2671(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$130,504.44	$130,496.82	85.82	$111,966.37	$111,966.37	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 4/29/80

PASSED FOR PAYMENT
W.E. Shoog, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 8-78)

PREVIOUS EDITIONS ARE OBSOLETE

		306	1060	900	00	P	1		
		306	1060	900	00	N	1		
		306	1060	900	01	P	1		
		306	1060	920	00	P	1		
				TOT	P1				
				TOT	N1				
				** JOB TOTALS **				**	**

NCL OCEAN BLVD COOS BAY	CONT NO 8840 X	FA	PROJ NOS M		671002	100			
		306	1062	201	00	P	1	CONT.	
		306	1062	206	00	N	1	INT.	
		306	1062	270	01	P	1	SPS 1	
		306	1062	270	02	P	1	" 2	
		306	1062	285	01	P	1	UT.	
		306	1062	295	00	N	9	TR. CITY	

TOTAL TO DATE JOB COST SUMMARY — JULY 1980 — P G

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION				CURRENT MONTH	FISCAL YEAR TO DATE
	306	1062	296	00	N	9	TR ST	9.19CR	9.19CR
	306	1062	298	00	N	9	" FED	9.19	9.19
	306	1062	900	00	P	1	ENGR		
	306	1062	900	00	N	1	"		
	306	1062	915	00	P	1	AUDIT		
	306	1062	920	00	P	1	PROJ. Mgmt		
			TOT	P1					
			TOT	N1					
			** JOB TOTALS **				**		**

FLORIDA AVE-VERMONT-N BEND	CONT NO 9073	FA	PROJ NOS M		691003	66 TOM 691003	34		
		306	1065	201	00	P	1	112,882.10	112,882.10
		306	1065	201	00	P	2	25,511.13	25,511.13
		306	1065	204	00	P	1	4,732.14CR	4,732.14CR
		306	1065	204	00	P	2	2,437.27CR	2,437.27CR
		306	1065	296	00	N	9	1,348.01CR	1,348.01CR
		306	1065	298	00	N	9	1,348.01	1,348.01
		306	1065	900	00	P	1	3,452.17	3,452.17
		306	1065	900	00	P	2	1,778.38	1,778.38
		306	1065	900	00	N	1		
		306	1065	900	10	P	1		
		306	1065	900	10	P	2		
		306	1065	920	00	P	1		
		306	1065	920	00	P	2		
		306	1065	950	00	P	1		
		306	1065	950	00	P	2		
		306	1065	960	00	N	1		
		306	1065	960	00	N	2		
				TOT	P1			116,607.13	116,607.13
				TOT	P2			24,851.74	24,851.74
				TOT	N1				

306	1060	900	00	P	1					7,237.75		78	79
306	1060	900	00	N	1					71.55		78	79
306	1060	900	01	P	1					1,200.00		79	79
306	1060	920	00	P	1					52.24		78	78
		TOT	P1							56,386.52			
		TOT	N1							71.55			
		XX JOB TOTALS XX					XX		XX	56,458.07	XX		

CONT NO 8840 X FA PROJ NOS M 671002 100											STATE		
306	1062	201	00	P	1	CONT.				100,389.09		79	79
306	1062	206	00	N	1	INT.				40.79		79	79
306	1062	270	01	P	1	SPB 1				797.99		79	79
306	1062	270	02	P	1	" 2				455.30		79	79
306	1062	285	01	P	1	UT.				104.40		79	79
306	1062	295	00	N	9	TR. CITY				8,572.00		79	79

JULY 1980 PAGE 138

PREFIX		FUNCTION		GR		CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		ACTIVE YRS BEG	END
306	1062	296	00	N	9	TR ST	9 19CR	9 19CR		107,614.06CR		79	80
306	1062	298	00	N	9	" FED	9.19	9.19		99,042.06		79	80
306	1062	900	00	P	1	ENGR				13,425.04		78	80
306	1062	900	00	N	1	"				25.76		79	79
306	1062	915	00	P	1	AUDIT				193.22		79	79
306	1062	920	00	P	1	PROJ. Mgmt				68.60		79	79
		TOT	P1							115,433.64			
		TOT	N1							66.55			
		XX JOB TOTALS XX					XX		XX	115,500.19	XX		

CONT NO 9073 FA PROJ NOS M 691003 66 TOM 691003 34											STATE		
306	1065	201	00	P	1	117,887.10		117,887.10		252,330.43		80	80
306	1065	201	00	P	2	25,511.13		25,511.13		95,233.80		80	80
306	1065	204	00	P	1	4,732.14CR		4,732.14CR		14,163.76CR		80	80
306	1065	204	00	P	2	2,437.27CR		2,437.27CR		3,214.45CR		80	80
306	1065	296	00	N	9	1,348.01CR		1,348.01CR		195,945.62CR		80	80
306	1065	298	00	N	9	1,348.01		1,348.01		195,945.62		80	80
306	1065	900	00	P	1	3,452.12		3,452.12		21,846.60		80	80
306	1065	900	00	P	2	1,778.38		1,778.38		11,171.73		80	80
306	1065	900	00	N	1					11.03		80	80
306	1065	900	10	P	1					165.26		80	80
306	1065	900	10	P	2					85.12		80	80
306	1065	920	00	P	1					123.19		80	80
306	1065	920	00	P	2					64.48		80	80
306	1065	950	00	P	1					66.70		80	80
306	1065	950	00	P	2					34.35		80	80
306	1065	960	00	N	1					216.13		80	80
306	1065	960	00	N	2					111.34		80	80
		TOT	P1			116,607.13		116,607.13		260,370.42			
		TOT	P2			24,851.74		24,851.74		103,375.03			

COOS BAY PENSTOCK CROSSOVER	CONT NO					
	306	1928	296	00 N 9		
	306	1928	298	00 N 9		
	306	1928	901	00 P 1		
	306	1928	905	00 P 1		
	306	1928	920	00 P 1		
	306	1928	921	00 P 1	33.65CR	33.65CR
			TOT	P1	33.65CR	33.65CR
			** JOB TOTALS **		33.65CR**	33.65CR
NCL-OCEAN BLVD. COOS BAY	CONT NO		% FA PROJ NOS M		671002 100	
	306	1936	296	00 N 9	TR ST.	

TOTAL TO DATE JOB COST SUMMARY — JULY 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
	306	1936	298	00 N 9	TR FED	
	306	1936	901	00 P 1	ENGR	
	306	1936	901	00 N 1	"	
	306	1936	905	00 P 1	FIN. DES	
	306	1936	910	00 P 1	SOILS	
	306	1936	911	00 P 1	SIGN.	
	306	1936	914	00 P 1	UT.	
	306	1936	920	00 P 1	PROJ. MGMT	
	306	1936	921	00 P 1	SPECS	
	306	1936	922	00 P 1	AD. SERV.	
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **		**	**
HEMLOCK AVE-8TH TERRACE (COOS	CONT NO	0000	% FA PROJ NOS	TOM	641001 100	
	306	1945	295	00 N 9		
	306	1945	296	00 N 9	623.00CR	623.00CR
	306	1945	298	00 N 9	623.00	623.00
	306	1945	901	00 P 1		
	306	1945	905	00 P 1		
	306	1945	910	00 P 1		
	306	1945	911	00 P 1		
	306	1945	920	00 P 1		
	306	1945	921	00 P 1		
	306	1945	922	00 P 1		
	306	1945	923	00 P 1		
			TOT	P1		
			** JOB TOTALS **		**	**
REMARK AV OCEAN BLVD	CONT NO	0000	% FA PROJ NOS	M	741001 100	
	306	1947	295	00 N 9		
	306	1947	296	00 N 9	7.79CR	7.79CR

306	1928	296	00	N	9			3,600.00CR
306	1928	298	00	N	9			3,600.00
306	1928	901	00	P	1			2,597.37
306	1928	905	00	P	1			731.45
306	1928	920	00	P	1			40.50
306	1928	921	00	P	1	33.65CR	33.65CR	358.01
		TOT	PI			33.65CR	33.65CR	3,727.33
		** JOB TOTALS **				33.65CR**	33.65CR**	3,727.33 **

CONT NO * FA PROJ NOS M 671002 100 STATE

306	1936	296	00	N	9	TR ST.		12,870.00CR

JULY 1980 PAGE 582

PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
306	1936	298	00	N	9	TR FED		12,870.00
306	1936	901	00	P	1	ENGR		8,631.62
306	1936	901	00	N	1	"		121.07
306	1936	905	00	P	1	FIN. DES		2,965.50
306	1936	910	00	P	1	SOILS		2,276.25
306	1936	911	00	P	1	SIGN.		48.00
306	1936	914	00	P	1	UT.		8.00
306	1936	920	00	P	1	PROJ. MGMT		27.18
306	1936	921	00	P	1	SPECS		1,080.99
306	1936	922	00	P	1	AD. SERV.		25.64
		TOT	P1					15,063.18
		TOT	N1					121.07
		** JOB TOTALS **				**	**	15,184.25 **

CONT NO 0000 * FA PROJ NOS TQM 641001 100 STATE

306	1945	295	00	N	9			810.00
306	1945	296	00	N	9	623.00CR	623.00CR	18,048.00CR
306	1945	298	00	N	9	623.00	623.00	17,238.00
306	1945	901	00	P	1			12,589.26
306	1945	905	00	P	1			4,473.38
306	1945	910	00	P	1			1,258.09
306	1945	911	00	P	1			335.20
306	1945	920	00	P	1			55.28
306	1945	921	00	P	1			1,280.16
306	1945	922	00	P	1			21.32
306	1945	923	00	P	1			153.24
		TOT	P1					20,265.93
		** JOB TOTALS **				**	**	20,265.93 **

CONT NO 0000 * FA PROJ NOS M 741001 100 STATE

306	1947	295	00	N	9			1,075.00
306	1947	296	00	N	9	7.29CR	7.29CR	8,819.36CR

8840

GOVERNMENT PRINTING OFFICE: 1974 — 732-020

rn
OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-14-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Coos	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/10/80	T. P. Lowe, Area Engineer		M-2671(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5/21/79	8/16/79	68 %	120 days
APPROVED EXTENSIONS	**LOCATION**		
	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. CITY LIMITS - OCEAN BOULEVARD (Coos Bay)

WOODLAND DRIVE - FAU 2671

Grading & Paving

The project provided a 40 ft. curbed roadway with parking on one side on the subject section.

RECEIVED
STATE HWY ENGR
APR 16 '80
REFER TO
4-16 cy Keasey
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 4/10/80	TITLE: Field Operations Engineer	DATE: 4/14/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8840

August 21, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8840 awarded to Bob Angell, Inc., for work on the N.C.L.-Ocean Boulevard (Coos Bay) Section of FAU 2671 (Woodland Drive) in Coos County was completed on May 21, 1979, and accepted by the State Highway Engineer on August 16, 1979.

Final payment in the amount of $4,894.86 will be released to the contractor after August 27, 1979. The total contract amount is $100,389.09 including $1,429.35 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Bob Angell, Inc.
644 6th Avenue
Eastside, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

Coos Bay

ROAD DESIGN SECTION 378-6558

June 12, 1979

F. D. Morrison
Resident Engineer, Coquille

Don N. Stoudenmeyer
Preliminary Design Supervisor

N. City Limits-Ocean Blvd. (Coos Bay) Sec.
FAU 2671 (Woodland Drive)
Coos County

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

DNS:cj

Vertrees
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Weberlig

RECEIVED
JUN 14 1979
ROAD DESIGN SECTION

file

Do Not File
Return To
Bring Up
Action

PROGRESS REPORT

N. City Limits - Ocean Blvd. (Coos Bay)
F.A.U. 2671 (Woodland Drive)
Coos County

F.A.P. No. U-2671(2)
Prefix: 306-1062
Contract No. 6840

The contract was let in 1978 but the Contractor did not start work until April of 1979. Clearing work started on April 23, 1979, at which time a wooden stake near sta. 43+25, was discovered with the work Gas written on it. When we inquired at City Hall, they knew nothing of it. The City suggested we ask at the Doxol Gas office in North Bend. When we checked with the gas company, their maps showed that there is a bottled gas line in this area. Doxol services a large tank that feeds this line. The system is owned by Northwest Natural Gas Company. A representative from Northwest Natural Gas Co. in Lincoln City came down and probed for the line and advised us of its depths and location. It was not in conflict on the project.

The type "C" curbs were placed using a large extruding machine, except on the beginning radius and a short section on the right. Kiser Const., a subcontractor, did the concrete curbs, concrete walks, concrete driveways and the C-1 inlets.

Angell Construction broke up the existing pavement in the required sections by ripping and berming it and then walked over the berm with a dozer. The excess material was hauled away from the project. The base was then treated with cement and graded to tops. The cement treating was completed on May 4, 1979. Traffic was allowed to use the street untill May 10, 1979, when the paving operations began. The delay between the cement treatement and the paving was caused by adverse weather. The cement treated subgrade held up very well for those 6 days of traffic.

During the cement treating and the paving, the City allowed a short detour on paved side streets around the South end of the project, during the working hours. The City felt this would be safer to the public than to have them going over the torn up street. Since the street being improved, was one of the routes to the Bay Area Hospital the detour did not delay traffic. The detoured traffic was controlled by flagmen and signs.

An extra work order was written to flatten and seed and mulch the cut slopes in the lawns on the left side of the project from sta. 37+15 to 46+00. This made it easier for the property owners to maintain this area. The affected property owners were contacted and explained what we proposed to do. One property owner said they would do the work themselves as they were going to place driftwood and shrubs in this area. After the work was completed, several of the property owners stated they were satisfied with the results.

The construction work on the project was completed May 21, 1979

F. D. Morrison, Res. Engr.
P. O. Box 716
Coquille, Oregon

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 0 8 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO
Beard ✓ Staudenmeyer
Cole Sample
Eriksen Watson
Heger Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Proper Ltr of acknowledgement.

STATEMENT OF OVERRUNS & UNDERRUNS

North City Limits-Ocean Blvd. (Coos Bay)
Woodland Drive
Coos County

F.A.P. No. M-2671(2)
Prefix No. 306-1062
Contract No. 8840

ITEM	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	PERCENT + or -
Contract Bid Items	$121,492.00	$99,015.66	-18.5
Additional Anticipated Items	$3,400.00	$4,716.50	+38.7
Contingencies	$5,620.14	0.00	0.0
Engineering	$11,240.28	$12,073.91	+7.4
TOTALS	$141,752.42	$115,806.07	-18.3

EXPLANATION OF OVERRUNS AND UNDERRUNS

North City Limits - Ocean Blvd.(Coos Bay)
Woodland Drive
Coos County

F.A.P. No. I-2671(2)
Prefix : 306-1062
Contract No. 8840

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1	Mobilization	Lump Sum	All	All	—
2	Temporary protection and direction of traffic	Lump Sum	All	All	—
3	Temporary Signs The required signs were used as called for in the contract specifications.	Sq. Ft.	110	119	+ 8
4	Temporary Barricades ONly three barricades were needed to protect the traveling public.	Each	10	3~~10~~	-70
5	Flagmen Flagmen were used as needed - the contractor did not take long to complete the project once he started work.	Hours	320	270	-16
6	Clearing & Grubbing	Lump Sum	All	All	—
7	Removal of structures and obstructions	Lump Sum	All	All	—
8	General Excavation	Cu. Yd.	660	666.1	+ 1
9	Trench Excavation Depth of flow line was kept to a minimum due to a buried 18" water line.	Cu. Yd.	76	49.6	- 35
10	Finishing roadbed & slopes	Lump Sum	All	All	—
11	Aggregate base No base rock was required on this project. The contractor used surplus rock from the mainline existing roadbed for the asphalt approaches.	Cu. Yd.	20	20	- 100
12	Cement treated subgrade Area was treated as shown on the plans.	Sq. Yd.	3,850	4,047.9	+ 5
13	Cement for treated subgrade Quantity was used as needed by dry weight volume for 5.5% cement.	Ton	70	60.85	- 13

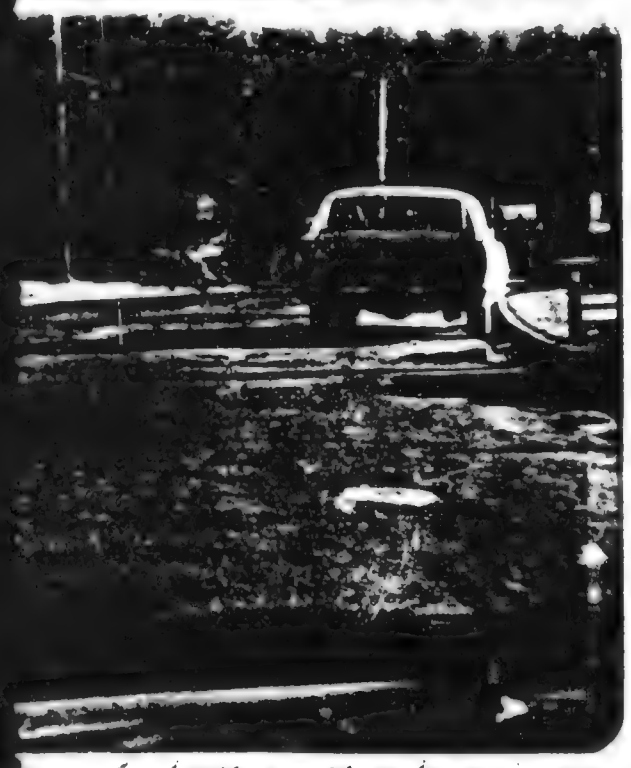
Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
14	Asphalt in seal The required amount of asphalt tack was used for a proper seal.	Ton	5	4.21	- 16
15	Class "B" asphalt concret Less tonnage was needed to obtain the required depth and width than was called for in the plans.	Ton	2,600	1,888.49	- 27
16	8-inch sewer pipe	Lin.Ft.	284	296	+ 4
17	Concrete inlets, type C-1 One inlet was deleted because it would have been located on the high side of the ~~XXX~~ super.	Each	6	5	- 17
18	Concrete walks Existing walks were saw cut at locations to allow for a safe slope to the top of the curb elevation.	Sq. Ft.	10	15.5	+55
19	Concrete driveways Item #4 on sheet 5 of the plans was improperly shown. More area was listed than was required.	Sq. Ft.	176	70.4	- 60
20	Concrete curbs	Lin.Ft.	900	915.8	+ 2
21	Extra for asphalt approaches There were 4 existing asphalt approaches and 4 repaved to a new finish grade.	Each	3	4	+33
22	Adjusting manholes	Each	17	17	—
23	Adjusting inlets The inlet shown on the plans, item #13 of sheet 5 did not require any adjustment.	Each	1	0	- 100
24	Modify inlet grates	Each	9	9	—
EXO #1	Round lawn slopes and seed & mulch behind curbs	Lump Sum	All	All	—
SFO #1	Relocate waterline facilities	Lump Sum	All	All	—
SFO #2	Place permanent pavement striping & reflective markers	Lump Sum	All	All	—

Existing pavement - looking ahead on line Sta 4C+

Existing pavement back on line. Sta 41+

Freshly placed curbs and the beginning of earthwork activities. Sta 4C+ looking back

Pipe installation

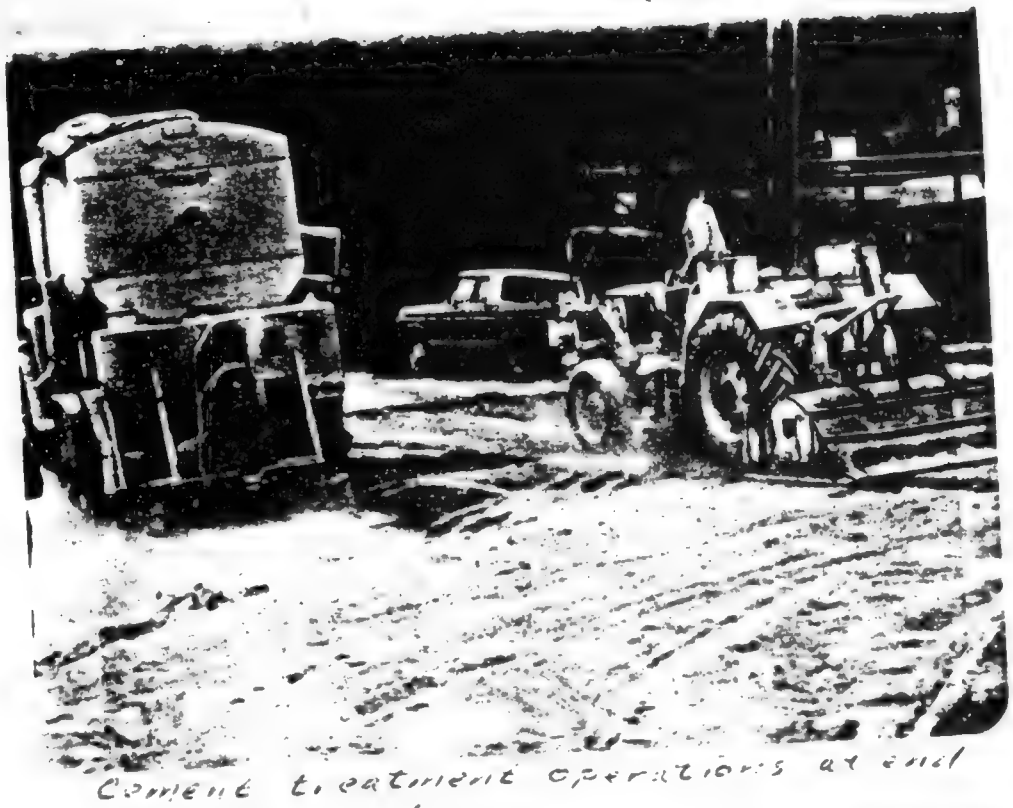


...ment - looking ahead on line

Existing pavement being broke up - looking back on line. Sta 9+50±

...curbs and the beginning ...lines. Sta 8C± looking back

Pipe installation sta 14+50± looking back



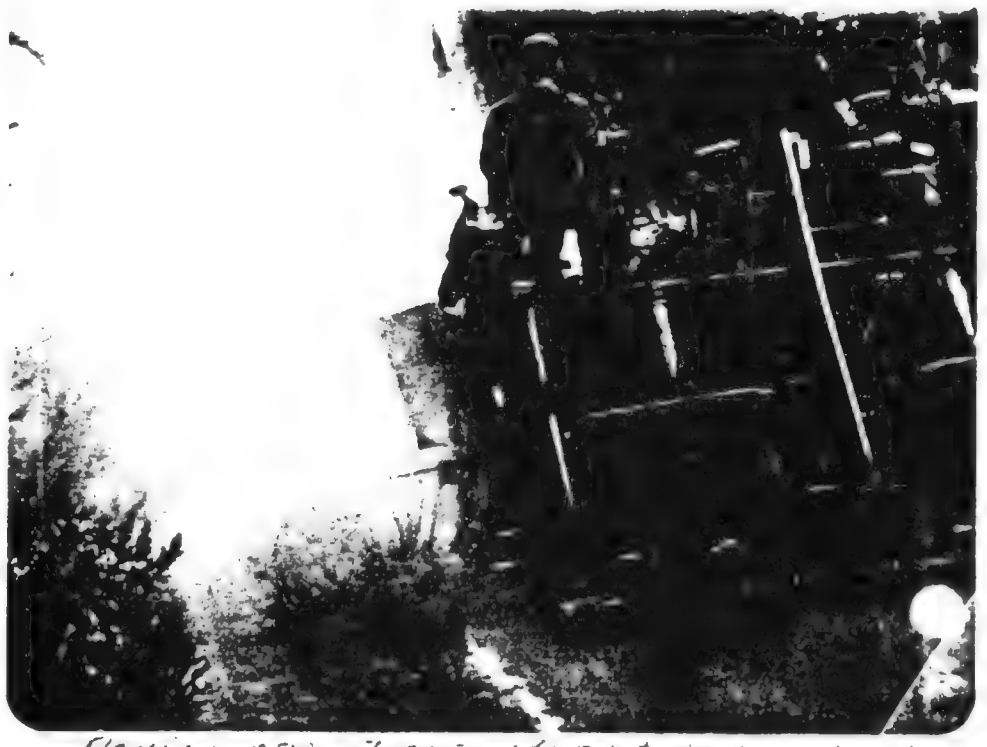
Cement treatment operations at end of the project.

Paving opera

1:1 Slopes at lanes before Sta 34± on the left looking ahead

Same lanes ata station

patient operations at end out.



Paving operations sta 25+ looking ahead

Lawns before paving sta 16+ looking ahead

Same lawn slope after paving sta 51+ on the left looking ahead

8840

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	N City Limits-Ocean Blvd. (Coos Bay)
WEEK ENDING	June 2, 1979
SECTION PREFIX	306-1062
HIGHWAY	FAU 2671 (Woodland Drive)
COUNTY	Coos
NAME OF JOB	N. City Limits-Ocean Blvd. (Coos Bay)
KIND OF WORK	Grading & Paving
CONTRACTOR	Bob Angell, Inc.
CONTRACT NUMBER	8840
FEDERAL AID PROJECT NUMBER	M-2671(2)
DATE OF CONTRACT	December 1, 1978
DATE WORK STARTED	March 26, 1979
ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 120
	WORKING CALENDAR DAYS USED 62
PROJECT AUTHORIZATION: $141,752.42	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED 68
EXCLUSIVE OF ENGINEERING: $130,512.14	ENGINEERING AUTHORIZATION $11,240.28
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $103,732.16	This week ENGINEERING 1,124.31
	COST TO DATE $10,973.31
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 81.7
ESTIMATED PERCENT: OVERRUN / UNDERRUN 18.3%	PERCENT OF AUTHORIZATION 1.07%
	DATE PROJECT WAS COMPLETED: May 21, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.69				
MILES PARTIALLY COMPLETED	0.69				
MILES COMPLETED	0				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	736	4,036			2,600
TOTAL QUANTITIES CORRECTED TO DATE	716	4,134			1,888
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	716	4,134			1,888
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK: pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Clear	0		
MONDAY 28	Overcast	0		Job Completed 5-21-79. End Calendar Workday Count.
TUESDAY 29	Clear	0		
WEDNESDAY 30	Clear	0		
THURSDAY 31	Clear	0		
FRIDAY 1	Clear	0		
SATURDAY 2		0		

Kressy
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
JUN 4 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 27	
MONDAY 28	Job completed, no activity.
TUESDAY 29	
WEDNESDAY 30	
THURSDAY 31	
FRIDAY 1	
SATURDAY 2	

REMARKS

One man in office working on Semi-Final Estimate this week.

Semi-Final Estimate mailed to Region Office on 6-1-79.

Last Weekly Report

RECEIVED
JUN 4 1979
MATERIALS & RESEARCH

SIGNED H. D. Marvin LOCATION Coquille

Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8840

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 31, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-2671(2)

Contract 8840 , Work Completed May 21, 1979

Project N. City Limits-Ocean Blvd. (Coos Bay)

Highway FAU 2671 (Woodland Dr.)

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 23, 1979

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 15 79
REFER TO
FOR
Init. Journ. R/D D/R Sec. Act. File

#8940

STATE COPY

☆ U.S. GOVERNMENT PRINTING OFFICE: 1973 O - 732 - 629

cc: State (H. S. Coul[illegible]) 5-23-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Coos	Oregon

IN COMPANY WITH: Jim Gix, Gene Ash & Frank Morrison

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5/23/79	T. P. Lowe, Area Engineer	M-2671(2)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	68 %	100 %

N. CITY LIMITS - OCEAN BLVD. (Coos Bay)
WOODLAND DRIVE - FAU 2671
Grading & Paving

Project Description:
This project provided a 40 ft curbed roadway for two travel lanes with parking on one side.

Scope of Inspection:
The completed facility was reviewed with Mr. Ash & Mr. Gix. Project records were reviewed with Mr. Morrison.

Finding:
Subsequent to the inspection Mr. Gix advised the city has submitted a letter accepting the project.

The project appears satisfactory and FHWA acceptance is recommended.

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-14 cy

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8840 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 4-18-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2671(2)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) 1. [ ] 2. [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80022

RECEIVED
STATE HWY ENGR
MR 25 '79
REFER TO
FOR
Init. | Cross | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-25 orig to Moehring

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-25-79	3-30-79	FAU-2671	City Street

GENERAL LOCATION:
North City Limits - Ocean Blvd. (Coos Bay)

GENERAL DESCRIPTION OF WORK:
Replace existing traffic marking buttons on centerline and one left turn refuge.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 30, 1979, as requested in Mr. Keasey's letter of April 10, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $1,142 - Federal Funds $979.

(Permanent Pavement Striping obligated and authorized at PS&E.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-79	G. F. Black	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8840

8

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Victor Atiyeh

January 29, 1979

Bob Angell, Inc.
Post Office Box 4288
Eastside, OR 97420

Re: N.C.L.-Ocean Blvd. (Coos Bay)
FAP No. M-2671(2)
Contract No. 8840
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Alfred Shirley, Jr.
F. D. Morrison
John Jenkins
FHWA

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Init. | Invest. | R/D | D/R | Sign | Act. | File

Form 81-734-3122 (Rev. 7-77)

8240

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-22-79	CC1959	

CREDIT DISTRIBUTION: 306-1062-295

BILL TO: Code:

City of Coos Bay

P. O. Box 1118

Coos Bay, Oregon 97420

Attn: Joe Schwarm, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial Transfer of the Advance Deposit for the Construction on the North City limits - Ocean Blvd. Section of Woodland Drive. FAU 2671.			

Advance Deposit Amount	$ 10,772.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 10,772.00
Transfer to Highway Fund	$ 8,572.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	0

Amount Due . . . . . $

Submitted by:

Fred Hildebrandt

Fred Hildebrandt

Approved:

SP*35736-734

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1979

Bob Angell, Inc.
Post Office Box 4288
Eastside, OR 97420

Re: N.C.L.-Ocean Blvd. (Coos Bay)
FAP No. M-2671(2)
Contract No. 8840
Delete Subsection 403.34 of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
Alfred Shirley, Jr.
F. D. Morrison
John Jenkins
FHWA

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3122 (Rev. 7-77)

8840

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 26, 1978

Bob Angell, Inc.
644 - 6th Avenue
P. O. Box 4288
Eastside, OR 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8840 for work on the N.C.L.-Ocean Boulevard on Woodland Drive in Coos Bay, Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

khr
Enclosure

cc: United Pacific Insurance Company
Portland Branch Office
Suite 600, 700 N.E. Multnomah
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
F. D. Morrison

8840

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
F. D. Morrison
SAIF
Fran

December 1, 1978

Bob Angell, Inc.
644 6th Avenue
P. O. Box 4288
Eastside, OR 97420

Gentlemen:

The Oregon Transportation Commission on November 21 accepted your proposal for work on the N.C.L.-Ocean Boulevard (Coos Bay) Section of FAU 2671 (Woodland Drive) in Coos County for the sum of $121,492 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and the City of Coos Bay and when the sum of $9,920 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8840.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1979, as outlined in the Standard Specifications for Highway Construction, Section 108.08(c), page 71.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8840

November 17, 1978

City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420

Attn: Mr. Joe Schwarm
Director of Public Works

Gentlemen:

On November 16, 1978, a satisfactory bid was received from Bob Angell, Inc., P. O. Box 4288, Eastside, Oregon 97420 for construction on the N. City Limits-Ocean Blvd. Section, FAU 2671. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$121,492.00
Temporary Erosion Control	500.00
Coos Bay-North Bend Water Board	2,000.00
Roadside Seed & Mulch	200.00
4½% Contingencies	5,620.14
(9%) or (10%) Engineering	11,240.28
ESTIMATED TOTAL COST	$141,752.42

City's Advance Deposit:
7% of $141,752.42 = $9,922.67 or say $9,920.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 8, 1978.

Please make your check for $9,920.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

for Gerald W. Wimer
Local Government Manager

FH:dmc

bc: w/AD#539: Region 3 Federal Aid Specialist
Vern Skoog-Please return completed AD#539 when check is received.

12-1-78 notified McNab + Dick agree. H

PROJECT MANAGEMENT OFFICE MEMO

Date 11-9-78 COOS-BAY

Subject Utility SIGNOFF NCL-Ocean Blvd. File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Christopherson Phone

Reason for contact and general discussion: City of Coos Bay failed to check Utility portion of R/W - Utility Certificate for NCL-Ocean Blvd. project. He says Utilities are clear and City overlooked the checkoff. He will discuss with City and tell them we will indicate Utility clearance on certificate and circulate.

Signature Gary E. Zahn

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8840

11-2-78

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Section & Details

Not Included

STATE

STATE HIGH

PLANS FOR P

APPROVED
CITY OF COOS BAY
BY MAYOR Robert Ade
BY RECORDER L B Johnson
DATE Nov. 2, 1978

N. CITY LIMITS–OCEA

FAU 2671 (W

COO

Section NCL - Ocean Blvd (Coos Bay) County Coos
Type of work Grading & Paving Length 0.68 Name D. Read

Sheet ___ of ___
Date

	Item	Code	Unit	Quantity	Unit Cost	Total
1	Mobilization		L.S.	100%		
2	Temporary Protection & Direction of Traffic		L.S.	100%		
3	Temporary Signs		Sq. Ft.			
4	Temporary Barricades		Each			
5	Flagmen		Hours			
6	Clearing & Grubbing		L.S.	100%		
7	Removal of Structures & Obstructions		L.S.	100%		
8	General Excavation		C.Y.	662		
9	Trench Excavation		C.Y.	76		
10	Finishing Roadbed & Slopes		L.S.	100%		
11	Aggregate Base		Tons	29		
12	Soil Cement		S.Y.	3756		
13	Cement in Soil Cement		Ton	66		
14	Asphalt in Seal		Ton	5		
15	Class 'B' Asphalt Concrete Mixture		Ton	2584		
16	Asphalt Cement in Mixture		Ton	168		
17	Asphalt in Tack Coat		Ton	3		
18	8" Storm Sewer Pipe		Lin. Ft.	284		
19	Concrete Inlets, Type G-1		Each	6		
20	Concrete Walks		Sq. yd.	9		
21	Concrete Driveways		Sq. yd.	112		
22	Concrete Curbs		Lin. Ft.	890		
23	Extra For Asphalt Approaches		Each	2		
24	Asphalt Driveways		Sq. yd.	85		
25	Adjusting Manholes		Each	5		
26	Adjusting Inlets		Each	1		
27	Modify Inlet Grates		Each	9		
28	Roadside Seeding & Mulching		Acre	0.1		

Sketch
Scale 400

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

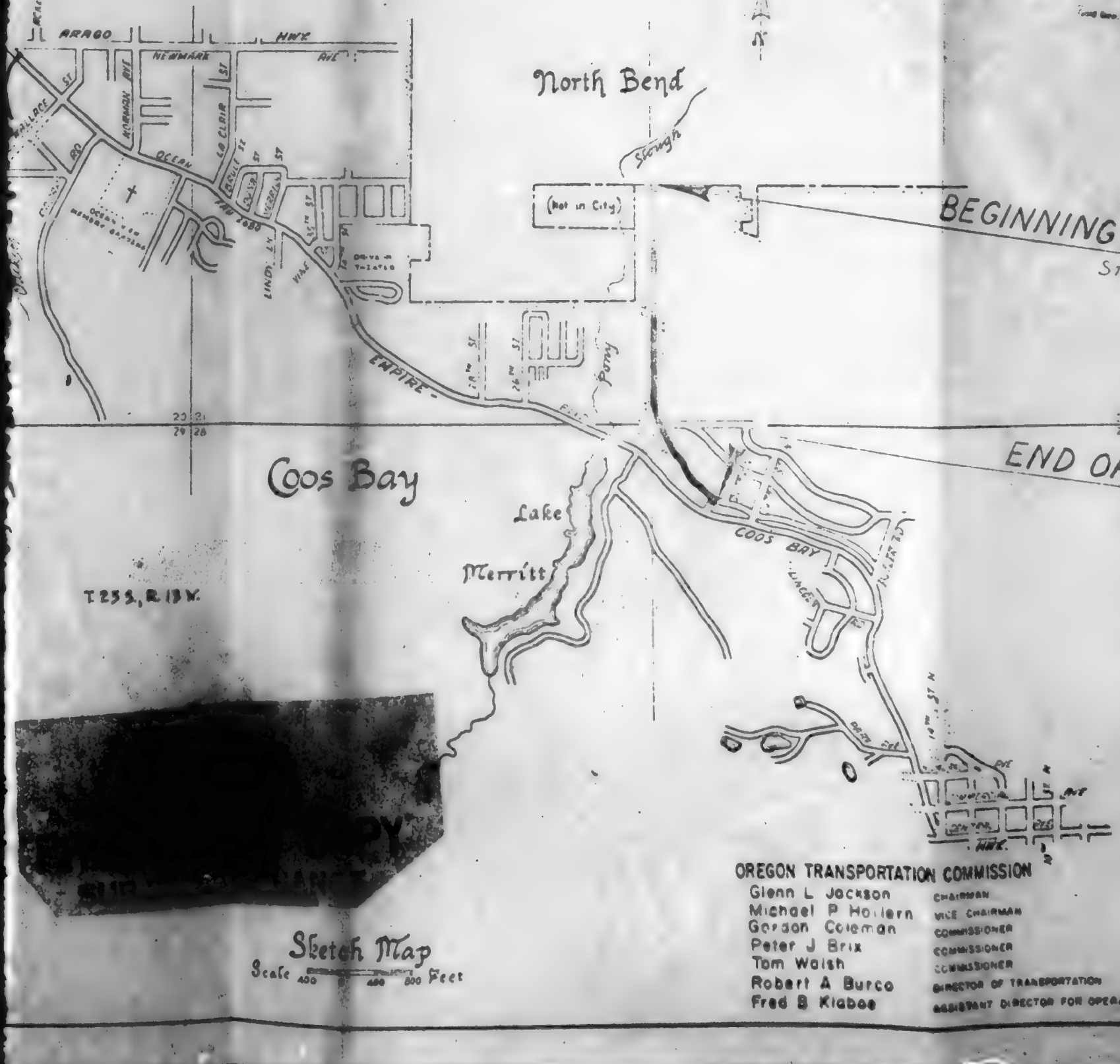
PRELIMINARY COPY
JUL 28 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

N. CITY LIMITS ~ OCEA... FAU 2671 (WO... COOS	
FED ROAD Dist. No.	STATE
10	OREGON

LIMITS—OCEAN BLVD. (COOS BAY) SEC.

FAU 2671 (WOODLAND DRIVE)

COOS COUNTY



OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B Klabee	ASSISTANT DIRECTOR FOR OPERATIONS

REGISTERED PROFESSIONAL ENGINEER
OREGON
OCT 20 1950
H. S. COULTER

H. S Coulter

E S Hunter

DEPARTMEN...
FEDERAL HI...
APPROVED:
DIRECTO...

Hillsboro

OREGON

VAY DIVISION

POSED PROJECT

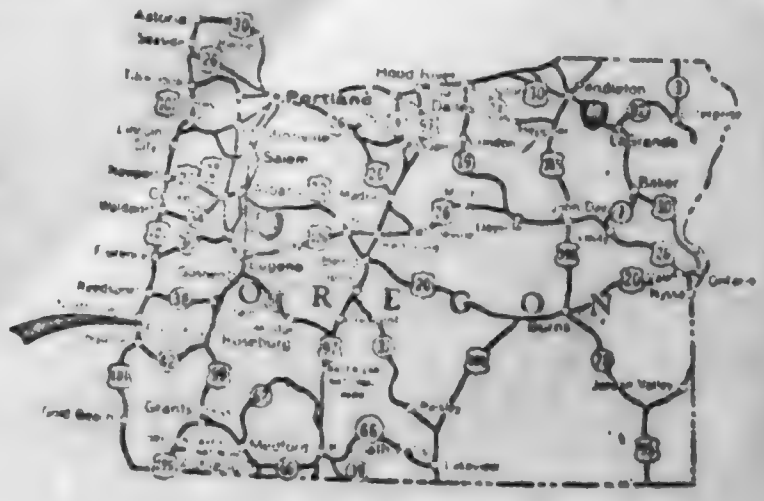
PRELIMINARY COPY
JUL 28 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

N. CITY LIMITS ~ OCEAN BLVD. (COOS BAY) SEC. FAU 2671 (WOODLAND DRIVE) COOS COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

BLVD. (COOS BAY) SEC.

ODLAND DRIVE)

COUNTY



North Bend

Stough

(Not in City)

BEGINNING OF PROJECT
Sta. 10+00

24th St

Perry

Fifth

END OF PROJECT
Sta. 46+10

Lake

Merritt

COOS BAY

LINCOLN

TROST ST

14th St N

Front St

Ave

CENTRAL

HWY.

Feet

H. S. Coulter — STATE HIGHWAY ENGINEER

E S Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

8843

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-1-78

FEDERAL AID PROJECT NO. M-2671(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80022

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-1-78	FAU -2671	City Street

GENERAL LOCATION:

N. City Limits - Ocean Blvd. (Coos Bay)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Utility Adjustment
  Coos Bay-N. Bend Water Board
  TEC NTE $1,493
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-23-78 letter, you are now authorized to proceed with the actual adjustments for relocation of the Utility's hydrants and water meters. Reimbursement on an actual cost basis is approved. I approve the agreement with the Utility.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-1-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-76) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-25-78

FEDERAL AID PROJECT NO. M-2671(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80022

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-25-78	10-25-78	FAU 2671	City Street

GENERAL LOCATION:

N. City Limits - Ocean Blvd. (Coos Bay)

GENERAL DESCRIPTION OF WORK:

Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $500.
Permanent Striping (S.F.) $700.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10-23-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $150,742 - Federal Funds $129,290.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE 12-22

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-78	J. K. Hosmer	for Division Administrator

FORM FR-1240 (REV. 8-70) EXISTING STOCKS OF FORM FH-1248 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Robert A Burco, COMMISSIONER
Fred B Klaboe, DIRECTOR OF TRANSPORTATION
ASSISTANT [illegible]

APPROVED: J. K. Hosmer

2840

~~ROW 18-4~~

October 23, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Facilities Adjustments
Coos Bay-N. Bend Water Board
N. City Limits-Ocean Blvd.
(Coos Bay) Section
Woodland Drive (FAU 2671)
Coos County
Project No. M-2671(2)

NOTED
E. S. HUNTER

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Coos Bay-N. Bend Water Board's facilities dated September 29, 1978, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the Water Board's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The City of Coos Bay advised the Water Board verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing the City to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required by the City of Coos Bay.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Water Board's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,493.00.

Yours truly,

D. E. Swan
Federal Aid Engineer

RECEIVED
TECHNICAL SERVICES
OCT 24 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DES/seb
Enclosure
cc: Joe A. Schwarm,
Director of Public Works
City of Coos Bay

E. S. Hunter
Jack M. Cartwright
John Christopherson

8840

Coos Bay

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/13/78
Donald L Rowe

11-16-78 Bid Letting _____ All Clear Deadline

SECTION N. City Limits-Ocean Blvd. (Coos Bay)
Highway FAU 2671 Woodland Drive
County Coos Co. Region 3
Type of Work C.P. Stripe Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

8840

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 16, 1978

Federal-aid Project No. M-2671(2)

Federal-aid Project Name N. City Limits-Ocean Blvd. (Coos Bay)

Highway No. 706

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk
cc: E. S. Hunter
V. E. Skoog
J. H. Versteeg
Duane Ridings
F. C. Lowe

8 x 10

OREGON STATE HIGHWAY DIV[illegible]ON
117 DOT Building
Salem, Oregon 97310

7-7-78

706

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-2671(2)
Project Name North City Limits - Ocean Boulevard

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

cc DESWAN
CT Keasey
R. Trisstad

Signed at Coos Bay, Oregon, this 7TH day of July, 1978

City of COOS BAY

Certified By:

Richard Wilson
for Regional Right-of-Way Supervisor
Date 7-10-78

Robert Dale
Mayor

Irving E Johnson
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8540

REVISED

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: N. City Limits-Ocean Blvd. (Coos Bay)
Highway: F.A.U. 2671 (Woodland Drive)
County: Coos
Prefix: 306-1936
Res. Engr. Frank Morrison

Date June 29, 1978
Ten Year Traffic Coefficient 6.7
18 kip s.a. per day 23.2
R value 35+
Frost Penetration - - - -
CBE Total Requirement 15.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C. (Cl. B)	8.0
6.0"	Soil Cement	6.0
11.5"		17.0"

*EXISTING ROADWAY

North City Limits to Myrtle Street

(Width 40'±)

1.5"	A.C. (Final Stage)
2.0"	A.C.O.L. (Cl. B) with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

* Overlay thickness determined by deflection measurements.

8840

June 28, 1978

City of Coos Bay
City Hall
Coos Bay, OR 97420

ATTN: Joe Schwarm
Public Works Director

Dear Joe:

Herewith, current information pertaining to Don Harwell's discussion with you of the proposed Woodland Drive (FAUS) improvement project. The project lies basically between the North City Limits and Ocean Boulevard, and is currently scheduled for the September 21, 1978 bid letting.

The current estimate of costs for this project is $171,000 whereby the City's advance deposit would be $12,140. This cost reflects grading, draining and paving a 40-foot, curbed section to facilitate two travel lanes with parking on one side.

We are currently reviewing a down-scope project estimated to cost approximately $100,000, with the City's share estimated to be $7,100. This proposal calls for the basic widening to take place on the easterly side of the existing facility. This allows installation of a new easterly curb to reach the maximum 40 feet, as requested by City.

We are currently reviewing this matter, and will inform you as to our decision in the near future.

Very truly yours,

G. W. Wimer
Local Government Manager

DMH:GWW:lml

Harwell – Please follow up
★ 6/28/78 – called Joe Schwarm & he advised his accountant will handle as a cash carryover & will pay city amount after acceptance of bids
Don H.

N O T E D
W. H. TEBEAU

8840

Narrative Report

REC'D 6-19-78

Location Survey
N.C.L. - Ocean Blvd. (Coos Bay)
Woodland Drive FAU 2671

Coos County
Prefix 106-1926

This Survey was to prepare plans, specifications and estimates for upgrading the existing facilities from the North City Limits - Ocean Blvd. in Coos Bay.

The project begins at the North City Limits of Coos Bay, on Woodland Drive and runs Southerly to the intersection of Ocean Blvd., which is the Empire - Coos Bay Highway. The overall length of the project is 0.68 miles.

The alignment splits the Roadway from sta. 10+00 to sta. 37+15. From sta. 37+15 to sta. 46+00 the alignment parralles the existing Right Side Curb. Since the existing roadway (sta. 37+15 - 46+00) is built closer to the right side of the Right of Way. All of our proposed widening will take place on the Left Side of the existing street. The existing roadway is matched for grades, since we are utilizing existing curbs.

We propose to overlay the existing roadbed from sta. 10+00 - 37+15, with 2-inches of A.C. in the travel lanes. The two inches will taper down to 3/4-inch at the front edge of the Class A Curb & Gutter. This section of the project is the requested width of 40 feet.

From sta. 37+15 - 46+00. The city requested the existing 36-foot roadway be increased to 40 feet. We plan to cut out the left curb and widen only on the left side of the roadway, to reach 40 feet. The cut out area will be graded, rocked, and paved to match the existing pavement. Then a curb to curb overlay is proposed. However, several areas of the existing pavement will have to be replaced as it is in bad shape. After this deteriorated pavement is removed, we propose to patch the areas before the overlay begins. The cities original request called for reconstruction of the entire roadway from sta. 37+15 - 46+00. We did not go along with their request as our proposal will be less costly. Perhaps a deflection test should be run over this section to make sure our proposal is adequate.

There will be two added inlets on this project as the existing surface run-off water travels down the curb lines a long distance. These storm drains will be connected to existing facilities at the Southerly end of the project.

Adjustment of Water Meters, Water Valves and Manholes is required throughout the entire project. The cost of these adjustments have been included in our estimate since these are city owned facilities.

Narrative Report

Location Survey
N.C.L. - Ocean Blvd. (Coos Bay)
Woodland Drive FAU 2671

Coos County
Prefix 106-1926

One Fire Hydrant needs to be adjusted on the project. This adjustment is proposed to be done by others.

Several Power Poles will have to be adjusted. The utility adjustment is the city of Coos Bay responsibility.

Handling of traffic should not be too much of a problem if our proposal is used. Since two way traffic can be maintained all during construction. The only problem will be access to driveways and sidewalks on the left side of the street.

My main concern on this project is our proposal from sta. 37+15 - 46+00. I do not know if the existing roadbed is strong enough to hold up to the expected traffic. If the existing roadbed is not strong enough, we should remove the existing street and rebuild it with the same amount of aggregates and pavement being proposed in our cut out section

All excavated material, approximately 325 cu. yds. will have to become the responsibility of the Contractor as no waste area is proposed.

The estimated cost for our proposal amounts to $ 88,254.00.

F.D. Morrison,
Res. Engr.

Quantity Summary & Cost Estimates

N.C.L. - Ocean Blvd. (Coos Bay)
Woodland Drive FAU 2671
Coos County - Prefix 306-1936

ESTIMATES:

Items.	Quantity	Unit	Unit Price	Amount
1. Mobilization	All	Lump Sum	$ 5,400.00	$5,400.00
2. Temporary Protection & Direction of Traffic	All	Lump Sum	1,400.00	1,400.00
3. Temporary Signs	150	Sq. Ft.	6.50	975.00
4. Flagmen	300	Hours	18.00	5,400.00
EARTHWORK:				
5. Clearing & Grubbing	All	Lump Sum	500.00	500.00
6. Removal of Structures & Obstructions	All	Lump Sum	1,500.00	1,500.00
7. General Excavation, Unclassified	325	Cu. Yd.	5.00	1,625.00
8. Trench Excavation	110	Cu. Yd.	10.00	1,100.00
9. Finishing Roadbed & Slopes	All	Lump Sum	500.00	500.00
10. Watering	3.0	M-Gal.	15.00	45.00
11. Aggregate Base Rock	236	Ton	8.75	2,065.00
12. Class "B" Asphalt Concrete	1422	Ton	25.00	35,550.00
13. 12-inch Culvert Pipe	403	Lin. Ft.	15.00	6,045.00
14. Concrete Inlets, Type "G"	4	Each	450.00	1,800.00
15. Adjusting Manholes	18	Each	150.00	2,700.00
16. Adjusting Inlets	1	Each	150.00	150.00
17. Adjusting Water Valves	6	Each	80.00	480.00
18. Adjusting Water Meters	5	Each	80.00	400.00
19. Concrete Driveways	56.0	Sq. Yd.	20.00	1,120.00
20. Concrete Walks	6.0	Sq. Yd.	15.00	90.00
21. Concrete Curbs (Type C)	900	Lin. Ft.	4.00	3,600.00
22. Extra for Road Approaches	5	Each	150.00	750.00
23. Seeded Lawn Construction	0.07	Acre	5,000.00	350.00
			Subtotal Bid Items:	$ 73,545.00
			Engineering & Contingencies (20%)	14,709.00
				$ 88,254.00

8840

NCL - OCEAN BLVD.
WOODLAND DRIVE
COOS BAY

P.E (EST.) = 12,000
CONST(①) = 88,254
~~TOTAL = 100,254~~
Fed Share = 86,218
City " = 7,018

① Field Survey estimate

6-14-78

PMS-V2 PROJECT INSTANT REPORT

PREFIX NO:3061936 F.A. PROJECT NO.M-2671(2) DATE:14JUN78

SECTION:N. CITY LIMITS-OCEAN BLVD. (COOS BAY)
HIGHWAY:FAU-2671 WOODLAND DRIVE MILE POST: LNG: .7
COUNTY:COOS DISTRICT: 07 REGION:3 URBAN/RURAL AREA:U
CITY:COOS BAY

PROGRESS:
COMMISSION ADOPTION: 15MAR77 STAGE OF ENGR:PSEDOC
ASSESS. CATEGORY: 3NM ENGR BY OTHERS:
A-95 STATUS: EXEMPT

ANNUAL PROGRAM ITEM NO. 80022 FHWA PROG. APPR:21OCT77
P.E. AUTHORIZATION: 26OCT77
R/W AUTHORIZATION:

STATUS: PROGRESS:
RECONNAISSANCE: N/A MONTH: 2.4
DRAFT E.I.S. N/A STATUS: LATE
CORR. APPR.,FINAL E.I.S. N/A
FIELD SURVEY: 001.0
PRE-DESIGN/DRAFT E.I.S. N/A
DESIGN APPR.,FINAL E.I.S. N/A
R-W DESCRIPT: N/A
R/W ACQUISITION: N/A
PSE DOCUMENTATION: 003.0
STOP-DATE: 04AUG78

ESTIMATES:
PRE. ENGR: 12,000
R/W:
CONST: 171,000 WORK: G-P-STRIPE

PROGRAMING:
YEAR PAST:
CURRENT PROG:
FUNDING :URBAN SYSTEM

EST. COMPL. DATE: 17OCT78
CONTROL:
LETTING DATE:21SEP78

$12000 AD

Joe Schwarm
PWD Coos Bay

14JUN78	396-3707	Frank Morrison, State Resident
NG: .7 L AREA: U	269-1181	Joe Schwarm, city PWD
: PSEDOC :		
: 21OCT77		
TE: 17OCT78		
TE: 21SEP78		

8840

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: N. City Limits-Ocean Blvd. (Coos Bay)
Highway: F.A.U. 2671 (Woodland Drive)
County: Coos
Prefix: 306-1936
Res. Engr.

Date May 5, 1978
Ten Year Traffic Coefficient 6.7
18 kip s.a. per day 23.2
R value 35+
Frost Penetration - - - -
CBE Total Requirement 15.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C. (Cl. B)	8.0
6.0"	A.B.	6.0
11.5"		17.0"

*EXISTING ROADWAY
North City Limits to Myrtle Street
(Width 40'±)

1.5"	A.C. (Final Stage)
2.0"	A.C.O.L. (Cl. B) with extra allowance (1.0") for leveling.

Overlay =

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs ✓

* Overlay thickness determined by deflection measurements.

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☒ OPE ☐
MAY 8 1978
File: PM FA LG OP
TMA

8810

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-2671(2)
Project Name North City Limits - Ocean Boulevard

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses. N

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC: D.E. SWAN
C.T. KEASEY
R. TRYGSTAD

Signed at Coos Bay, Oregon, this 21st day of Feb., 1978

City of COOS BAY

Robert Hale
Mayor

Irving G. Johnson
City Recorder

Certified By:

for Richard Wilson
Regional Right-of-Way Supervisor
Date 11-3-78

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8840

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6644~~

February 1, 1978

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Dear Mr. Schwarm:

This will acknowledge receipt of check no. 009439 dated January 31, 1978, in the amount of $852.00 as an advance deposit for your FAUS project no. M-2671(1) on Woodland Dr. from the N.C.L. to Ocean Blvd.

By a copy of this letter it is being forwarded to Mr. Skoog, Controller, for routine handling.

Cordially,

ALFRED SHIRLEY,JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
V.E. Skoog
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 2 1978
File: PM FA
TAA Coos LG OP

8840

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

November 23, 1977

Dear Mr. Schwarm:

This is to advise that the Federal Highway Administration has approved the preliminary engineering phase of your FAUS Woodland Drive (North City Limits-Ocean Blvd., Coos Bay Section) project no. 2671(2).

The state is to accomplish the perliminary engineering to develop this project. By a copy of this letter I am asking Mr. Frank Morrison, Resident Engineer, P.O. Box 716, Coquille, OR 97423, phone: 396-3707 to contact you at his earliest convenience to discuss the details of this project with you. The prefix for this project is 306-1936.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 25 1977
File: PM FA
LG OP
TAA

8840 10-26-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-[illegible]71(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80022

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-26-77	FAU 2671	City Street

GENERAL LOCATION:
"N. City Limits - Ocean Blvd (Coos Bay) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

XX including utility preparatory work TEC NTE $12,000 - F.F. 10,296

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 10-19-77 letter

NOTED
F. B. KLABOE
Swan
11-4-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-26-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8840

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 19, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 80022
Project No. M-2671(2)
N. City Limits-Ocean Blvd. (Coos Bay) Section
Coos County

Enclosed is support data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E approval at an estimated total cost of $12,000 with federal funds of $10,296.

Attach.

CL:md

cc: A. Shirley (Region 3)
G. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID

October 19, 1977

| | | |

FEDERAL-AID PROGRAM DATA

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	4,200	7,200	97	10	Oregon	41	W32	80022

CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	P. Projects Only: POST MI.	DESIG.
					M-	2671(2)			

COUNTY NAME	CODE	PROGRAM STAGE
Coos	011	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	2671	City St.	--

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
12,000	10,296	852	852 (City)	
				ROW - 60' normal; Access control-none; Parking restrictions-none.
171,000	146,718	12,141	12,141 (City)	
183,000	157,014	12,993	12,993 (City)	

REMARKS

-Over-

N. CITY LIMITS-OCEAN BLVD. (COOS BAY) SECTION

PROJECT NO. M-2671(2)

Existing Facilities: Roadway from NCL of Coos Bay to Myrtle St. is 40-foot curbed section with 2-inch A.C. surface and from Myrtle St. to Ocean Blvd. is 36-foot curbed section.

FHPM 4-1-4 Requi

Adjacent Sections: N. End--40-foot curbed roadway.
S. End--Jct. with Empire-Coos Bay Hwy. (FAP 56).

FHPM 7-7-5 Requi

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including preliminary engineering by utility forces.

2) Grade, drain and high type pave necessary to widen the existing facilities to provide for a 40-foot curbed roadway for two travel lanes with parking on one side and other incidental work common to this type of project. Adjustment of utilities as required.

Note:

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: North Bend Municipal Airport is 1-1/2 miles north of the project, however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 19, 1977.

t. is 40-foot
and from Myrtle
tion.

FAP 56).

following:

including pre-

essary to widen
a 40-foot curbed
ng on one side
s type of project.

Recreational Areas:

miles north of the
operation of the

in by FHWA on

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements: a) Public Hearings--Not required under Oregon Action Plan.

b) Location/Design--Not a factor in the development of this project.

Note: This project is in Congressional District No. 4.

9840

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: September 28, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Coos Bay NCL-Ocean Blvd.
Woodland Drive
Coos County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley, Jr.
District 7 : B. E. Brown
Region 3 Geologist: Elliott Parker
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-28-77

81-125-1307

8840

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 19, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project M-2671(-)
PROJECT ASSESSMENT (Revised)
Coo s Bay NCL-Ocean Blvd.
Woodland Drive
Coos County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' June 13, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Reg. 3, Env.)
ODOT (Laux, Potter)

RECEIVED
STATE HWY ENGR
SEP 21 '77
REFER TO-
FOR
Info | Invest. | Proj | C/R | Sign | Ltr | File

2740

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

REVISED

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 7, 1977

Section Coos Bay NCL - Ocean Blvd. Unit (if appl) N/A

County Coos County City Coos Bay

Highway Woodland Drive State Hwy. No. FAU 2671

Termini: M.P.(if appl) Ocean Blvd. to City Limit Length 3520 feet

Region Three Construction Estimate $129,300
Program Amount

B. Purpose of Project: To upgrade Woodland Drive to arterial standards

C. Origin & History of Project: The project was placed on the FAU integrated priority list for the Coos Bay Urban Area on July 30, 1976. The project was ranked fifth on the list.

D. General Description of Project: This project will involve reconstruction of the first 880 feet of Woodland Drive North of Ocean Blvd. to provide a 40 foot cross section (increased from the existing 36 foot cross section) and 4.0 inches of A.C. pavement. The remainder of Woodland Drive contained within the City Limits of Coos Bay currently has a 40 foot cross section but only 2 inches of A.C. pavement. A 2 inch overlay of this portion of Woodland Drive will bring the entire project up to arterial standards

Alignment: New _____ Existing xx Combined _____

Typical Section: Existing: No. Lanes 2; Med. None; Shldrs. Curbs; Parking 2 sides

Proposed: No. Lanes 2; Med. None; Shldrs. Curbs; Parking 2 sides

Traffic: Existing Facility: Existing ADT 4200; Projected ADT 5000; Yr. 1980

Existing Level of Service Fair

Proposed Facility: Projected ADT 5000; Yr. 1980

Projected Level of Service Good

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels N/A

Acres N/A; Type of Relocation Req. N/A; No. N/A

Materials Source, Borrow, Waste Disposal Requirements, if any: Materials (asphalt, crushed rock, concrete, etc.) are available from local sources. Waste disposal will be limited to disposal of existing pavement, curbs, and base material from the 880 feet of Woodland Drive to be reconstructed. Waste disposal site will be selected by the contractor, subject to approval of the Engineer.

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any: No involvement

Local City, County or COG priorities of project: Project is rated #5 on the Coos Bay Urban Area FAUS Integrated Priority List.

FHWA and/or OSHD approvals given, if any: None to date; first application

Location or Design Alternatives (identify and describe): This project involves reconstruction and upgrading an existing street. No major design alternatives are available.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Woodland Drive is located in an area of low rolling hills on the Coos Bay - North Bend Penninsula. The Coos River surrounds the penninsula and is located approximately 2.2 miles West, 3.7 miles North, and 1.1 miles East of Woodland Drive. Soil in the area is predominantly sand and partially consolidated sandstone. Vegetation prevalent on the area includes gorse, scotch broom, beach grass and small evergreens such as spruce, cedar, and shore pines.

2. Cultural: Woodland Drive provides the major inland North-South traffic link between Coos Bay - North Bend. It also provides one of the two means of access to the Bay Area Hospital and Bay Clinic. The street itself runs through a middle income residential area on the southern portion of the project and terminates in a largely undeveloped commercial area near the northern Coos Bay City Limits.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No additional right-of-way required. Existing 60 foot right-of-way sufficient for the project.

2. Estimated Impact on Traffic Patterns: No major change in traffic patterns is expected. Woodland Drive currently functions as an arterial; this project would merely bring construction of the street up to arterial standards.

Consequences--Air Quality, Noise, Safety, etc.: Since there is no anticipated major change in the traffic patterns, the only changes in air quality, noise and safety will be associated with the temporary effects of construction.

3. Estimated Impact on Land Use: No major impact on land use is anticipated

Consequences: No measurable consequences

4. Expected Impact on Natural Ecological Resources: This is not new construction - merely reconstruction of the existing street. No measurable impact on natural ecological resources.

Consequences: No measurable consequences

5. Expected Impact on Cultural and Scenic Resources: The effect on cultural and scenic resources will be minimal, as no major change from the existing roadway will result from the project. There will be no added sidewalks or bikeways. The finished section will have a single dashed centerline stripe. Minor relocation of overhead facilities will be required.

Consequences: No long term consequences

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: Very low. Project involves upgrading of an existing street and right-of-way acquisition is not required.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Dust created during construction will be the only measurable effect on air quality. Effects will be temporary.

b. Noise Standards

This project is determined to be unrelated to traffic noise per FHMP 7-7-3; hence no noise study will be required.

c. Water Quality Standards - no effect

d. Area Land Use and Transportation Plans, and Zoning - No effect, since the current use of Woodland Drive as an arterial will not change.

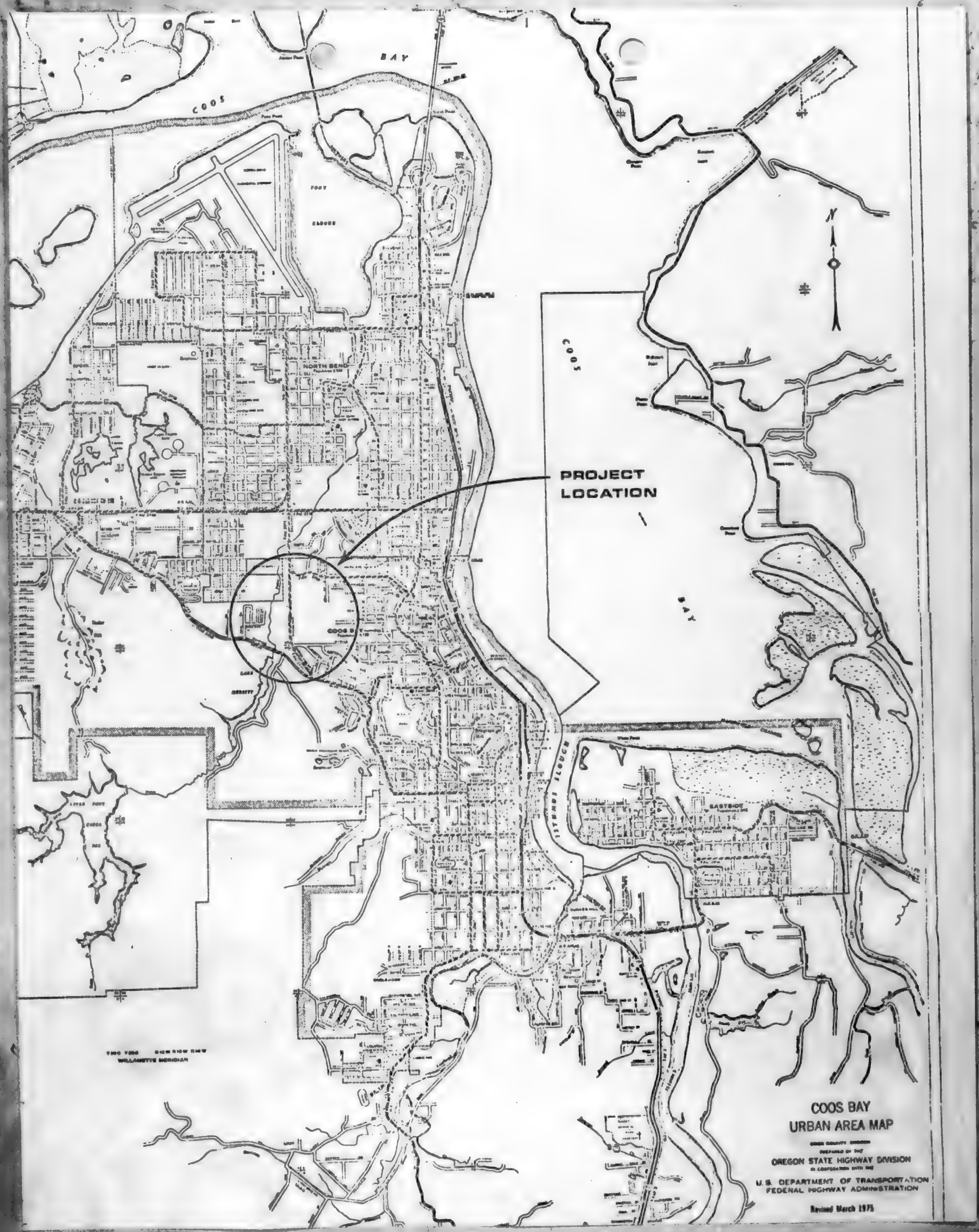
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__XX__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __XX__ 3 ____ 4


BAY
COOS
PROJECT
LOCATION
N
COOS BAY
URBAN AREA MAP
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised March 1975

8840

April 21, 1977

City of Coos Bay
City Hall
Coos Bay, OR 97420

Attention: Robert A. Wheeler
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6081

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the North City Limits-Ocean Boulevard (Coos Bay) Section of Woodland Drive, FAU 2671.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

khr

Enclosure

bc: Don Harwell (agreement attached)

8840

CITY OF COOS BAY

POST OFFICE BOX 1118
COOS BAY, OREGON 97420

April 14, 1977

Mr. Glen Clark
Regional Federal-Aid Engineer
Department of Transportation
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Attached are three executed copies on behalf of the City of Coos Bay of the Construction-Finance Agreement No. 6081 pertaining to FAUS No. M-2671 for the reconstruction of Woodland Drive from Ocean Boulevard to the north City Limits.

Also attached is a copy of the Council's resolution authorizing the execution of these documents.

Very truly yours,

Jack A. Schwarm

Jack A. Schwarm
Director of Public Works

RESOLUTION 77-23

WHEREAS, the City of Coos Bay finds it desirable to enter into an agreement with the Department of Transportation, Highway Division, to cover reconstruction of Woodland Drive from the north city limits to Myrtle Avenue, and

WHEREAS, it is necessary that the Coos Bay City Council authorize the Mayor and Recorder to execute such an agreement,

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Recorder are hereby authorized to execute said agreement on behalf of the City of Coos Bay.

The foregoing resolution was duly adopted by the City Council of the City of Coos Bay this 11th day of April, 1977, and approved by the Mayor this 11th day of April, 1977.

Robert Hale
Mayor of the City of Coos Bay
Coos County, Oregon

ATTEST: Robert A. Wheeler

Robert A. Wheeler
Recorder of the City of Coos Bay
Coos County, Oregon

8840

Bulein

FAUS

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

672-6658 PRO 6

P.O. BOX 1126, ROSEBURG, OREGON 97470 PHONE 672-6541

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

March 29, 1977

Dear Mr. Schwarm:

This will acknowledge your letter of March 23, 1977, transmitting an Environmental Assessment for your FAUS project on Woodland Drive.

In reviewing your application, I find that the section was misquoted in my letter forwarding the Construction-Finance Agreement No. 6081. Instead of north city limits-Myrtle Ave., it should have read N.C.L.-Ocean Blvd.

In regard to your specific questions regarding "designated two-lanes with parking one side", that is a quote from the narrative that was sent to the Transportation Commission and was lifted directly from your application. If you have something different in mind, please send an amended application.

By a copy of this letter, your assesement is being transmitted to Mr. Eb Engelmann, Region Environmentalist, for his review and further processing. He may contact you if any additional information is needed.

Very truly yours,

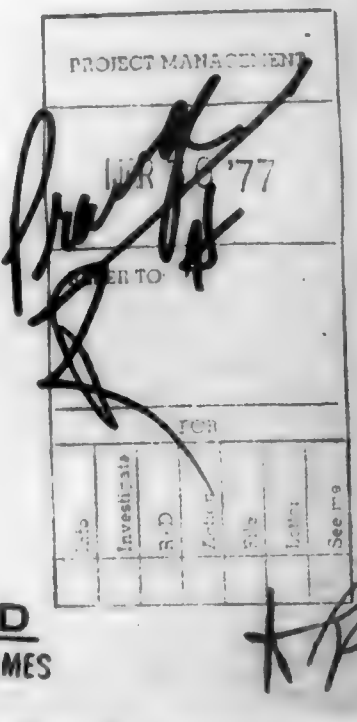
ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
B.E. Brown
Frank Morrison
Eb Engelmann



NOTED
MAINOR C. HOLMES

CITY OF COOS BAY

POST OFFICE BOX 1118
COOS BAY, OREGON 97420

March 23, 1977

Mr. Glen Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Woodland Drive - Myrtle Avenue
to north city limits Project
Coos Bay

Dear Glen:

Enclosed herewith is the Project Assessment which you requested in your February 22 letter for the Woodland Drive (FAU 2671) from Myrtle Avenue to the north city limits project.

In the same newspaper article which we discussed the other day with regard to the estimated cost of the project, I later noted that Woodland Drive would be designated two-lanes with parking one side. This does not conform to the application submitted--do you know of a change in the parking requirements?

We would appreciate having an approximate schedule for the preparation of the plans since this information would be of interest to the City Manager and Council.

Very truly yours,

Joe A. Schwarm

Joe A. Schwarm
Director of Public Works

Enclosure

FX40

DATE: March 7, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the March 15 meeting will be three requests for approval of Urban System projects.

The Tri-County Metropolitan Transportation District is requesting a $710,000 project to continue the Portland Metropolitan Area CARPOOL Project. Tri-Met will provide all the matching funds for this project.

The City of Coos Bay is requesting a $171,000 project to improve a 0.67-mile section of Woodland Drive to a two-lane facility with parking on one side.

A $225,000 project to construct a structure across the Coast Fork of the Willamette River on Harrison Avenue is being requested by the City of Cottage Grove.

Federal Urban System funds for these projects is estimated at $951,160 with the State providing approximately $27,720 in match funds and $127,120 being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

GLZ:sch ia

bc R. A. Burco
C. W. Read
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
F. E. Terpin
V. E. Skoog
W. J. Hart, Region 1
Alfred Shirley
D. N. Harwell
George Bell
Max Klotz

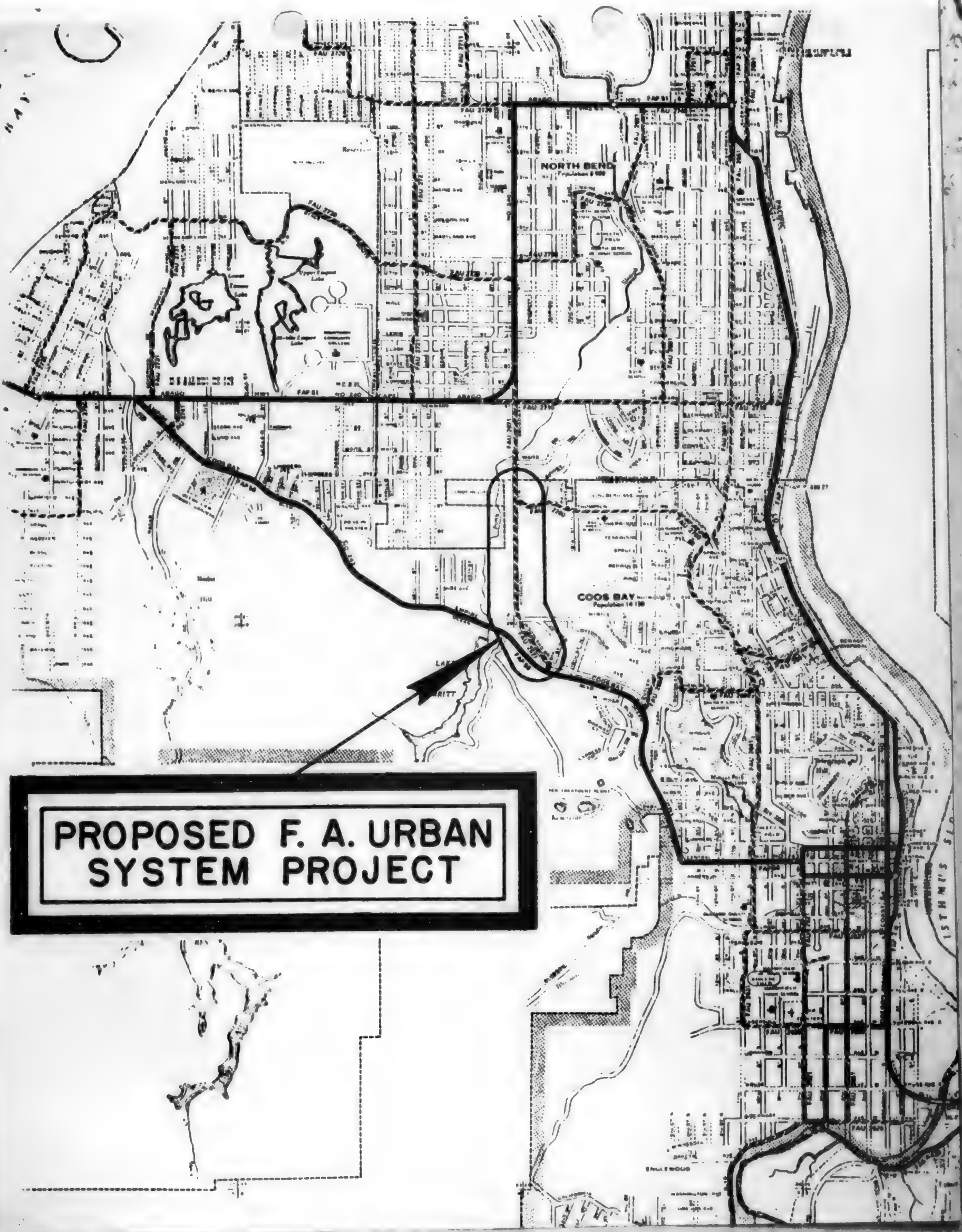
CITY OF COOS BAY
Proposed Urban System Project

North City Limits-Ocean Boulevard (Empire-Coos Bay Highway, FAP 56)
(Coos Bay) Section
Woodland Drive, FAU 2671
Grade, Page and Stripe
0.67 miles
$171.000

This project consists of overlaying 2,640 feet of Woodland Drive from the north city limits to Myrtle Street, and reconstructing 880 feet of Woodland Drive between Myrtle Street and Ocean Boulevard. The project will be constructed within the existing right-of-way, and will provide a two-lane curbed facility with parking on one side.

State will perform preliminary and construction engineering.

77-b
3/4/77


NORTH BEND
COOS BAY
PROPOSED F. A. URBAN
SYSTEM PROJECT

8840

Bulver
Geo.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6541

February 22, 1977

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97470

Dear Mr. Schwarm:

This will acknowledge your recent letter forwarding a FAUS project for reconstruction of Woodland Drive (FAU 2671) from Myrtle Street to the north city limits.

We need a project assessment form completed concerning this project. A blank form is attached for this purpose. If you have any questions regarding the assessment, contact Mr. Eb Engelmann, Region Environmentalist in the Region Office.

By a copy of this letter, your application is being forwarded to the Program Management Section for further processing.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
Bill Brown
Frank Morrison

PROJECT MANAGEMENT

FEB 22 '77

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

NOTED
M.L. NOR C. HOLMES

CITY OF COOS BAY

POST OFFICE BOX 1118
COOS BAY, OREGON 97420

February

Mr. Glen Clark
Regional Federal-Aid Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

The City of Coos Bay submits for funding, F.A.U. Project CB-3 (Woodland Drive F.A.U. 2671 - Ocean Boulevard to the north city limits). This project is next in line and is listed #5 on the Coos Bay-North Bend F.A.U. priority listing.

It appears from the revised estimate included with the application that the project cost will be somewhat higher than was originally proposed. The City will be budgeting 7% of $130,000 for its participation in this work.

As funds for projects of this nature become more difficult to obtain, the City of Coos Bay is even more appreciative of receiving assistance on this project. Thanks again for your efforts on our behalf.

Sincerely,

Joe A. Schwarm

Joe A. Schwarm
Director of Public Works

Enclosures

8840

FEDERAL AID PROJECT REQUEST

Date February 11, 1977

Applicant Agency City of Coos Bay

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 2671 Route Name Woodland Drive

Project Name Woodland Drive Overlay and Reconstruction

Project Length 3520 feet Project Location (Attach sketch map)

Project Description Reconstruct 880 feet of Woodland Drive between Ocean Blvd. and Myrtle Street. Overlay 2640 feet of Woodland Drive from Myrtle Street North to the Coos Bay - North Bend City Limits. This project will bring Woodland Drive up to Arterial Standards

Average Daily Traffic May of 1975- 5,357 Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) See Exhibit I

Width 36-40 feet Travel Lanes two Shoulders none

Medians none Parking one side

Sidewalks none

Remarks existing roadway is 36 feet wide from Ocean Blvd. to Myrtle Street, then 40 feet wide for the remainder

2. Desired Roadway Cross Section: (Attach sketch) See Exhibit II

Width 40 feet Travel Lanes 2 Shoulders none

Medians none Parking One side

Curbed yes Length Curb Radii 15 feet

Sidewalk/Bikeway no

Remarks Standard 40 feet cross section with curb and gutter on each side

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No no

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location none

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location none

Approximate Size: Length Width

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure?

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Manager Office
2. Environmental — City Manager Office
3. Public Hearing — City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 103,438.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other_____	
Preliminary engineering and Inspection	25,859.00
PROJECT TOTAL	$ 129,297.00

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Coos Bay and/or _____ COUNTY

By Richard Kuhnert By_____

By_____ By_____

By_____

Exhibit I

The existing roadway is 36 feet wide from Ocean Boulevard to Myrtle Street, then widens to 40 feet for the remainder of the project.

Existing Roadway
Ocean Blvd. to Myrtle Street

Existing Roadway
Myrtle Street to City Limits

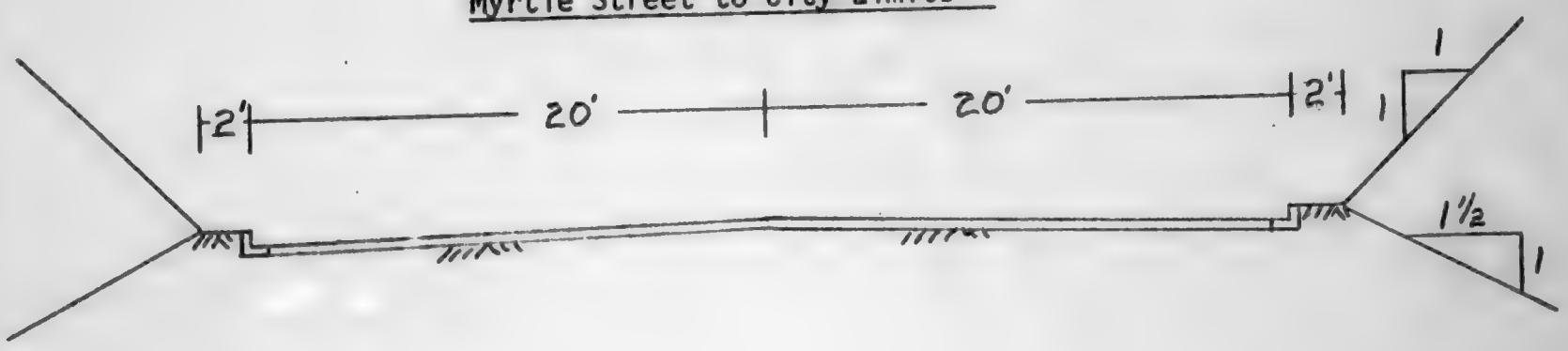


Exhibit II

The desired roadway cross section is 40 feet curb to curb with no sidewalks:

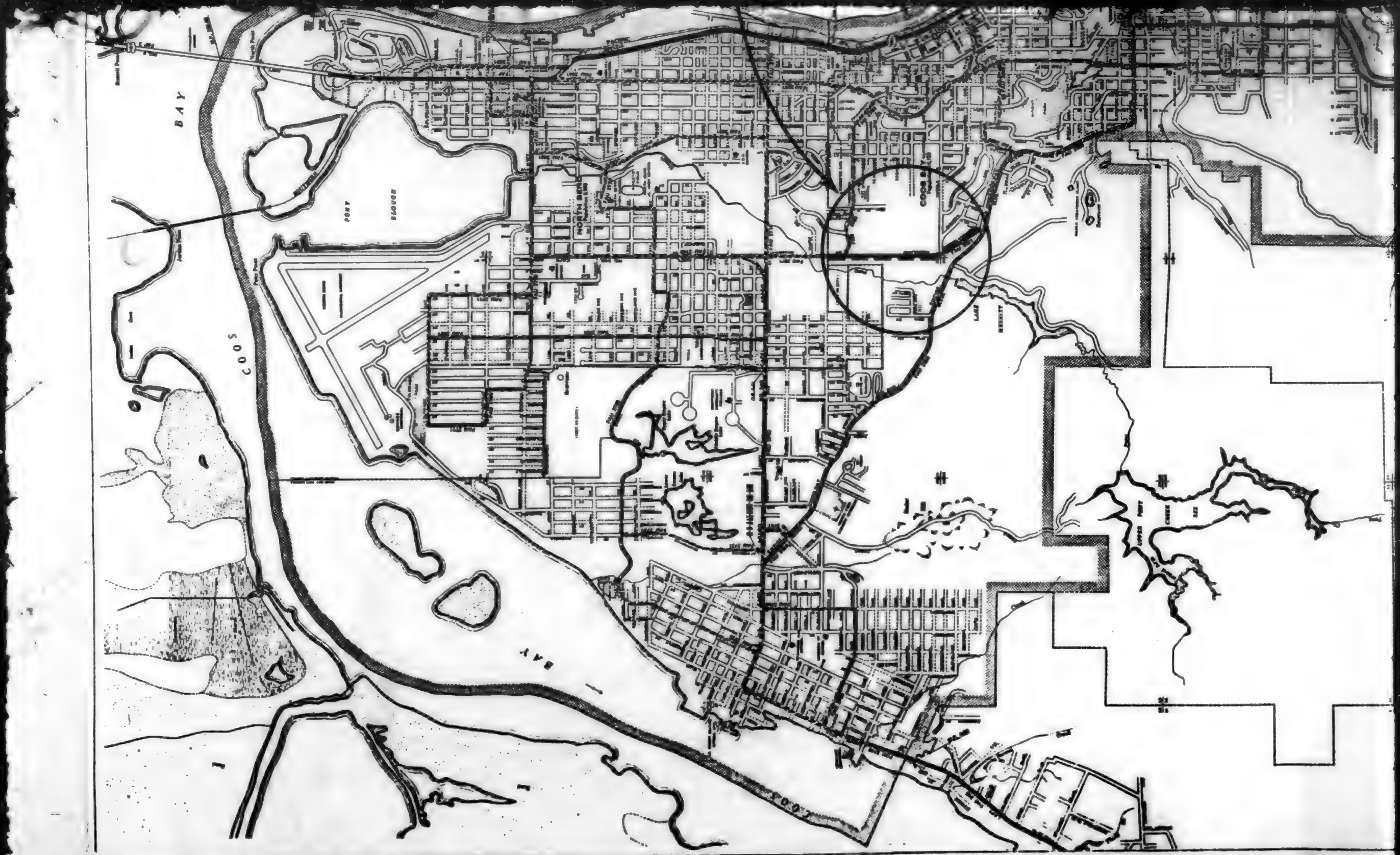
Desired Cross Section

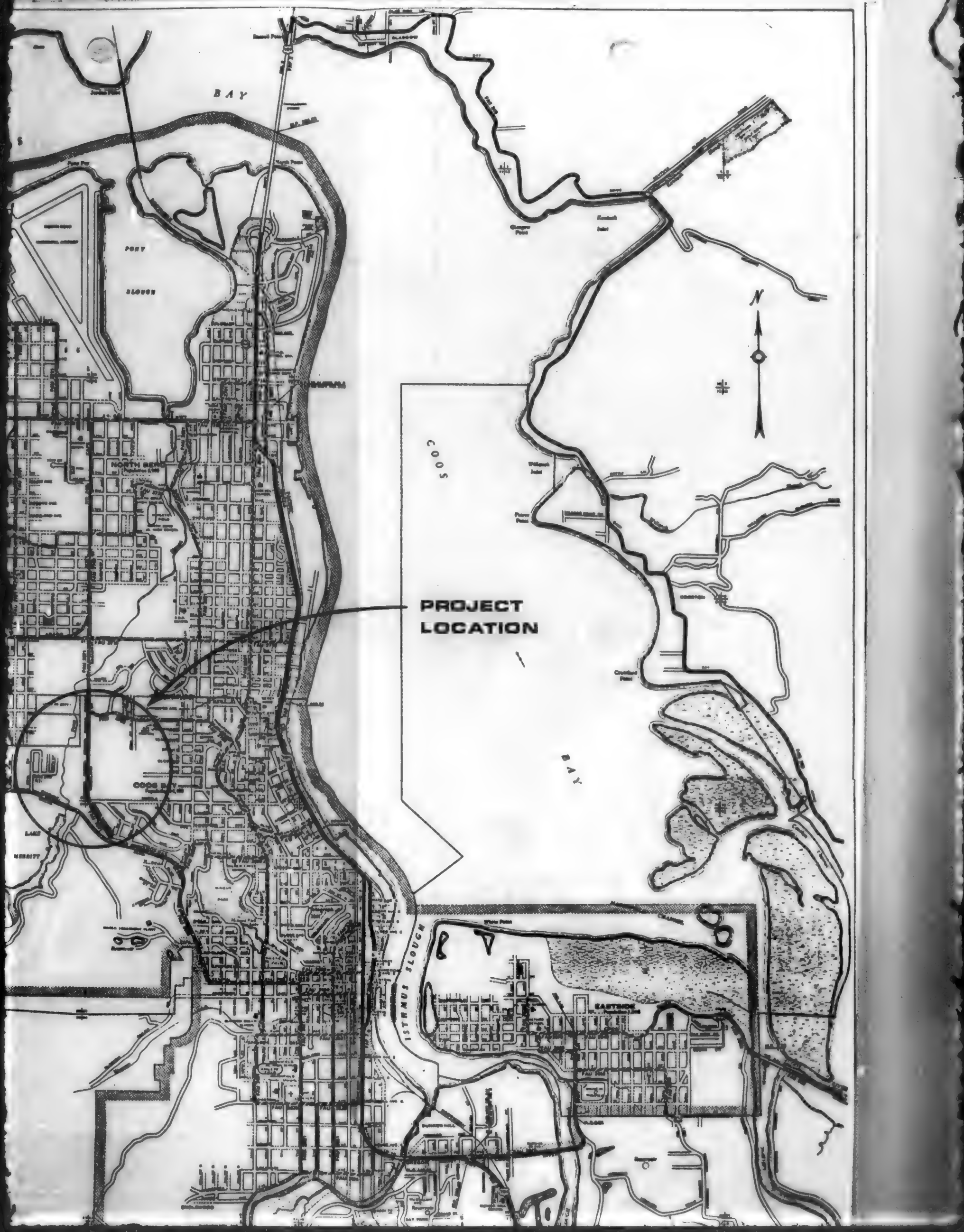
4" ASPHALT PAVEMENT

Cost Estimate - Woodland Drive

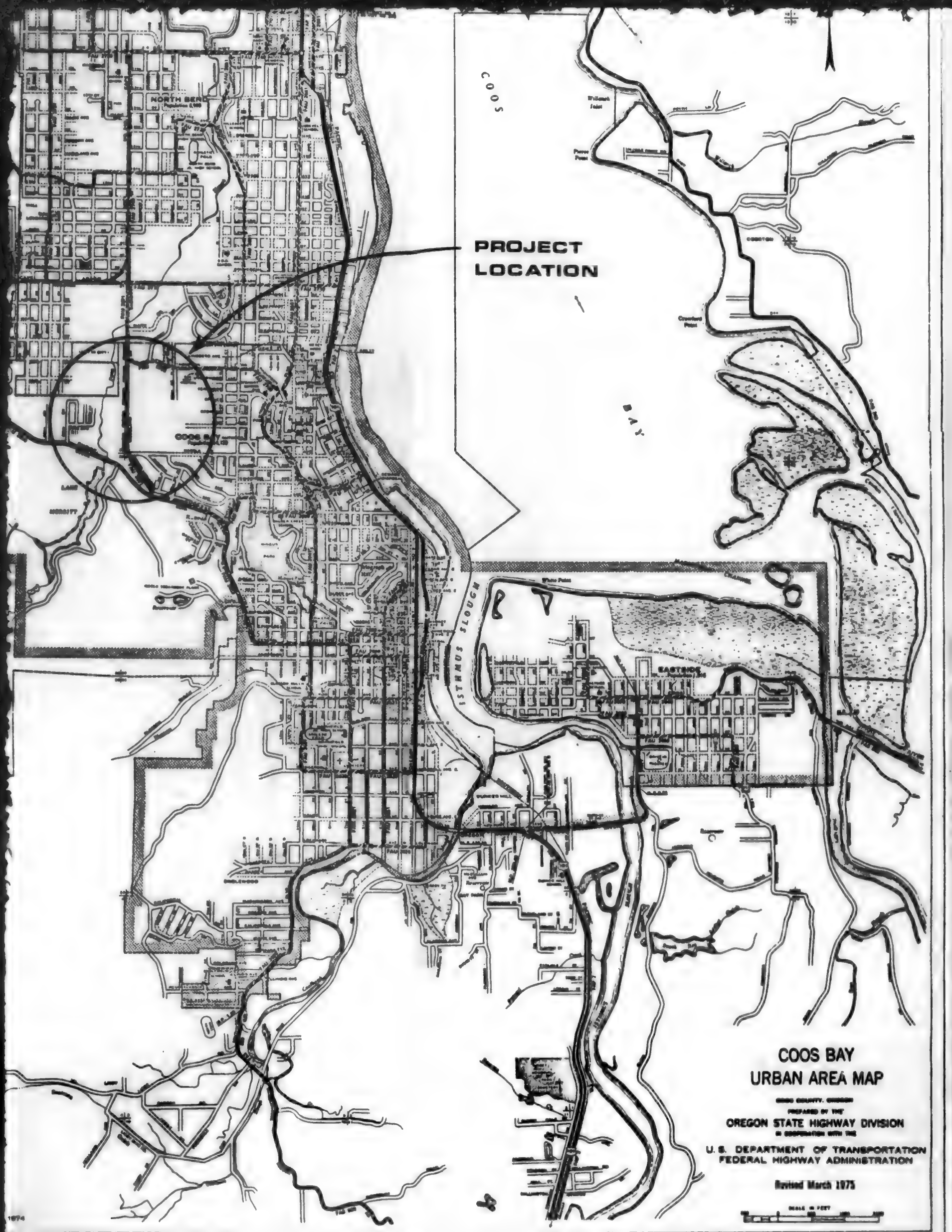
Reconstruct - 880 feet
Overlay - 2,640 feet

Mobilization		9200.00
1) Excavation	#6.00	11,736.00
1956 cu. yds. @ $4.75/cu.yd.		$ 9,291.00
2) Base Rock and Leveling Course		
1,825 cy. yds. @ $8.75/cy.yd.		$ 15,968.75
3) Curb and Gutter	#5.50	9680.00
1,760 lin. feet. @ $3.25/ft.		$ 5,720.00
4) A.C. Pavement	27.50	72600.00
2,640 tons @ $22.00/ton		$ 58,080.00
5) Adjust Manholes		
18 each @ $150.00/each		$ 2,700.00
6) Adjust Catch Basins		
13 each @ $175.00/each		$ 2,275.00 (114959.75)
		~~$ 124,159.75~~
		~~$ 94,034.75~~ 12440.25
Construction Contingencies	(10%)	9,403.48
Construction Total		~~103,438.23~~ 136,600.00
Engineering, Stakeout, and Inspection	(25%)	34150.00 ~~25,859.56~~
Total		~~$ 129,297.79~~ #170,750.00


BAY
COOS
PORT
BLOUNT
NORTH BEND
LAKE
ISTHMUS
COOS
BAY
ROAD


BAY
PORT
BLOUNT
NORTH BEND
COOS
PROJECT
LOCATION
BAY
ISTHMUS SLOUGH
EASTSIDE
N

NORTH BEND
COOS BAY
LAKE
HEIGHTS
WILLAMETTE MERIDIAN
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
Urban Area Approved by F.H.W.A. December 23, 1974


PROJECT
LOCATION
NORTH BEND
COOS BAY
EASTSIDE
ISTHMUS SLOUGH
COOS BAY
URBAN AREA MAP
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised March 1975

Cost Estimate - Woodland Drive

Reconstruct - 880 feet
Overlay - 2,640 feet

1)	Excavation	
	1956 cu. yds. @ $4.75/cu.yd.	$ 9,291.00
2)	Base Rock and Leveling Course	
	1,825 cy. yds. @ $8.75/cy yd.	$ 15,968.75
3)	Curb and Gutter	
	1,760 lin. feet. @ $3.25/ft.	$ 5,720.00
4)	A.C. Pavement	
	2,640 tons @ $22.00/ton	$ 58,080.00
5)	Adjust Manholes	
	18 each @ $150.00/each	$ 2,700.00
6)	Adjust Catch Basins	
	13 each @ $175.00/each	$ 2,275.00
		$ 94,034.75
	Construction Contingencies (10%)	9,403.48
	Construction Total	103,438.23
	Engineering, Stakeout, and Inspection (25%)	25,859.56
	Total	$ 129,297.79

.1978 Malhour River (Clark Lane) 8841
.Br. Sec. of County Rd. 11 mi. NW
.of Drewsey. (Structure)

C&A 6419 2-23-78

PE 840 AD 432 CC 1846

Const 19,100 AD 534 CC 1951

8841

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-12-81	CC 81-62	

CREDIT DISTRIBUTION

213-1995-297
213-1064-297

BILL TO: Code:

Harney County Court

Courthouse

Burns, Oregon 97720

Att: Mr. Joseph Miles-Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Malheur R.(Clark Lane) Bridge Section. This is an OFF SYSTEM Project SOS-1300(2)			
Federal Funds Collected $ 119,255.10 County advance deposit 19,940.00 Less project cost 139,683.69 Refund due County $ 111.41			
(Please attach itemized statement with billing)			

Advance Deposit Amount	$ 19,940.00
Advance Deposit Previously Transferred to Highway Fund	$ 15,940.00
Balance	$ 4,000.00
Transfer to Highway Fund	$ 3,888.58
Refund Due	$ 111.41
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1846, CC 1951

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D.E. Swan

D.E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:**

COUNTY Harney **Contract No.** 8841 **Date Completed** 9-14-79

PROJECT # SOS-1300(2) **Section** Malheur R.(Clark Lane) Br.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 9,756.06
Federal Funds Collected	$ 8,370.70	
Construction		
Payment to Contractor		$ 116,464.04
Engineering		12,835.52
EEO		28.07
		$ 129,327.63
Federal Funds Collected	$110,884.40	

County share of project costs are as follows:

Federal Funds	$119,255.10
County advance deposit	19,940.00
Less project cost	139,083.69
Refund due County	$ 111.41

Reference: **Billing Form** CC 81-62

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Malheur River (Clark Lane) Bridge Section **County Rd. In Harney County**					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering (M.P. 21+To M.P. 23+, Co. Rd. 651)					
	State		All Required		$ 9,756.06	
	Construction					
	Type Code X080					
	Structure Br. #16366 (Sta. 15+08.75 To Sta. 15+80.75)					
	Final Contract Payment Summary		Lump Sum		116,464.04	
	Construction Engineering					
	State		All Required		12,788.99	
	Misc. Project Cost					
	LEO Monitoring Expense		All Required		28.07	
	Total Participating Project Cost				$139,037.16	
	Nonparticipating Cost					
	Construction Engineering		All Required		18.26	
	Total Project Cost				$139,055.42	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/20/01.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED S05-1300(2)	VOUCHER PERIOD From: 3/24/78 To: 12/31/80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 9,756.06	$ 9,756.06	85.80%	$ 8,370.70	$ 8,370.70	$ 0.00
129,299.36	129,281.10	85.77%	110,884.40	110,884.40	0.00
$139,055.42	$139,037.16		$119,255.10	$119,255.10	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		2/13/81 V.E. Skeag, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

		212	1045	298	00	N	9				
				TOT		P1					
				** JOB TOTALS **							**
OXBOW SECTION	CONT NO 8760	X FA PROJ NOS OS		200001 100							
		212	1052	201	00	P	1				
		212	1052	201	00	N	1				
		212	1052	203	00	P	1				
		212	1052	203	00	N	1				
		212	1052	270	01	P	1				
		212	1052	270	01	N	1				
		212	1052	296	00	N	9				
		212	1052	297	00	N	9				
		212	1052	298	00	N	9				
		212	1052	300	00	P	1				
		212	1052	300	00	N	1				
		212	1052	320	00	P	1				
		212	1052	320	00	N	1				
		212	1052	948	00	N	1		1.37		
				TOT		P1					
				TOT		N1			1.37		
				** JOB TOTALS **					1.37		**
MALHEUR RVR CLARK LN BRDG	CONT NO 8841	X FA PROJ NOS BOS		700002 100							
		213	1064	201	00	P	1				
		213	1064	296	00	N	9		1.83CR		
		213	1064	297	00	N	9				
		213	1064	298	00	N	9		1.53		
		213	1064	300	00	P	1				
		213	1064	300	00	N	1				
		213	1064	320	00	P	1				
		213	1064	948	00	P	1				

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION			CURRENT MONTH		YEAR TO FISC
	213	1064	948	00	P	1		
	213	1064	948	00	N	1	28.27	
	213	1064	950	00	P	1		
	213	1064	985	00	P	1		
			TOT		P1		1.78	
			TOT		N1		28.27	
			** JOB TOTALS **				30.05	**
POLALLIE CR-COOPER SPUR	CONT NO 9295		FA PROJ NOS		ERF0326001	100		
	214	1094	201	00	P	1	310,722.35	495.
	214	1094	204	00	P	1	15,536.12CR	24.
	214	1094	270	02	P	1	2,459.02	6.
	214	1094	270	02	N	1		
	214	1094	296	00	N	9	178,038.32CR	202.
	214	1094	298	00	N	9	178,038.32	202.
	214	1094	300	00	P	1	15,080.64	30.
	214	1094	300	00	N	1	2.50	
	214	1094	320	00	P	1		
	214	1094	940	00	P	1	239.00	
	214	1094	941	00	P	1		
	214	1094	945	00	P	1		
	214	1094	985	00	P	1	12.45	
			TOT		P1		312,977.63	507.
			TOT		N1		2.50	
			** JOB TOTALS **				312,980.13	** 508.

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
212 1045	298	00 W 9			5,193.09		
	TOT	P1					
	** JOB TOTALS **		**	**	5,193.09 **		

STATE

NO 8760	X	FA PROJ	MOS	05	200001	100			
212	1052	201	00	P	1	329,962.83CR	412,625.87	78	81
212	1052	201	00	N	1	329,962.83	329,962.83	81	81
212	1052	203	00	P	1	6,450.00		79	81
212	1052	203	00	N	1	6,450.00CR	6,450.00CR	81	81
212	1052	270	01	P	1	681.21CR		78	81
212	1052	270	01	N	1	681.21	726.55	78	81
212	1052	296	00	N	9		754,333.00CR	78	80
212	1052	297	00	N	9		400,300.00	78	78
212	1052	298	00	N	9		364,033.00	78	80
212	1052	300	00	P	1	77,769.27CR		78	81
212	1052	300	00	N	1	77,769.27	78,110.80	78	81
212	1052	320	00	P	1	25.49CR		78	81
212	1052	320	00	N	1	25.49	25.49	81	81
212	1052	998	00	N	1	38.72	38.72	81	81
		TOT	P1			1.37	412,625.87		
		TOT	N1			401,988.80CR	402,414.39		
		** JOB TOTALS **				1.37 ** 38.72 **	815,040.26 **		

STATE

NT NO 8841	X	FA PROJ	MOS	SOS	700002	100			
213	1064	201	00	P	1		116,464.04	79	79
213	1064	296	00	N	9	1.83CR	1.83CR	79	81
213	1064	297	00	N	9		16,300.00	79	79
213	1064	298	00	N	9	1.63	1.63	79	81
213	1064	300	00	P	1		110,884.40	79	80
213	1064	300	00	N	1		11,343.92	79	80
213	1064	320	00	N	1		18.26	79	80
213	1064	320	00	P	1		26.86	79	80
213	1064	998	00	P	1		11.70	81	81
		TOT	P1			1.78	1.78		
		TOT	N1			28.27	28.27		
		** JOB TOTALS **				30.05 **	30.05 **	129,327.63 **		

STATE

CONT NO 9295		FA PROJ	MOS	ERF	0326001	100			
214	1094	201	00	P	1	310,722.35	496,670.23	507,235.70	81	81
214	1094	204	00	P	1	15,536.12CR	24,778.52CR	26,361.79CR	81	81
214	1094	270	02	P	1	2,459.02	6,030.63	9,054.63	81	81
214	1094	270	02	N	1		507.00	2,327.87	81	81
214	1094	296	00	N	9	178,038.32CR	202,393.76CR	204,891.32CR	81	81
214	1094	298	00	N	9	178,038.32	202,393.76	204,891.32	81	81
214	1094	300	00	P	1	15,080.61	30,751.47	33,739.37	81	81
214	1094	300	00	N	1	2.80	2.80	40.85	81	81
214	1094	320	00	P	1			16.52	81	81
214	1094	910	00	P	1	239.00	412.50	412.50	81	81
214	1094	941	00	P	1		1.47	1.47	81	81
214	1094	998	00	P	1			404.50	81	81
214	1094	998	00	P	1	12.45	25.38	25.38	81	81
		TOT	P1			312,977.63	507,996.16	525,528.28		
		TOT	N1			2.80	609.50	2,368.72		
		** JOB TOTALS **				312,980.13 **	508,604.66 **	527,897.00 **		

** JOB TOTALS **

MALHEUR RIV BR, CLARK — CONT NO 213 1995 — * FA PROJ NOS SOS 300002 100 — 296 00 N 9 — 1.53

TOTAL TO DATE JOB COST SUMMARY — AUGUST

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FI YEAR
	213 1995	297	00 N 9		
	213 1995	298	00 N 9	1.53CR	
	213 1995	901	00 P 1		
	213 1995	905	00 P 1		
	213 1995	906	00 P 1		
	213 1995	918	00 P 1		
	213 1995	920	00 P 1		
	213 1995	921	00 P 1		
	213 1995	922	00 P 1		
	213 1995	923	00 P 1		
	213 1995	926	00 P 1	1.78CR	
	213 1995	950	00 P 1		
		TOT	P1	1.78CR	1.78CR
		** JOB TOTALS **		1.78CR**	

BIG BUTTE CK BR, CO RD — CONT NO 0000 * FA PROJ NOS 05 500002 100

	215 1995	296	00 N 9		
	215 1995	297	00 N 9		
	215 1995	298	00 N 9		
	215 1995	901	00 P 1	7,200.00CR	
	215 1995	901	00 P 1	7,200.00	
	215 1995	905	00 P 1	1.50CR	
	215 1995	905	00 P 1	1.50	
	215 1995	906	00 P 1		
	215 1995	910	00 P 1		
	215 1995	911	00 P 1		
	215 1995	918	00 P 1	951.02CR	
	215 1995	918	00 P 1	951.02	
	215 1995	920	00 P 1	91.65CR	
	215 1995	920	00 P 1	91.65	
	215 1995	921	00 P 1	279.84CR	
	215 1995	921	00 P 1	279.84	
	215 1995	922	00 P 1	3.96CR	
	215 1995	922	00 P 1	3.96	
	215 1995	923	00 P 1		
	215 1995	926	00 P 1		
	215 1995	950	00 P 1		
		TOT	00		
		TOT	P1	8,527.77CR	
		TOT	N1	8,527.77	
		TOT	N9		

ENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
							47,166.33 **
** JOB TOTALS **					**	**	
CONT NO	* FA PROJ NOS SOS 300002 100						STATE
213	1995	296	00	N 9	1.53	1.53	9,010.70CR
							640.00
					1.53CR	1.53CR	8,370.70
							2,989.81
							526.15
							51.36
							1,018.79
							28.44
							628.28
							63.24
							32.08
					1.78CR	1.78CR	4,322.90
							95.04
					1.78CR	1.78CR	9,756.06
** JOB TOTALS **					1.78CR**	1.78CR**	9,756.06 **
CONT NO 0000	* FA PROJ NOS OS 500002 100						STATE
213	1995	296	00	N 9			970.00CR
		296	80	N 9			7,460.00CR
		297	80	N 9			970.00
		298	80	N 9			7,460.00
		901	80	P 1	7,200.00CR	7,200.00CR	276.59
		901	80	N 1	7,200.00	7,200.00	7,200.00
		905	80	P 1	1.50CR	1.50CR	924.43
		905	80	N 1	1.50	1.50	1.50
		906	80	P 1			54.36
		910	80	P 1			226.33
		911	80	P 1			102.16
		918	80	P 1			66.03
		918	80	N 1	951.02CR	951.02CR	1,521.73
		920	80	P 1	951.02	951.02	951.02
		921	80	P 1	91.65CR	91.65CR	91.65
		922	80	P 1	91.65	91.65	1,600.83
		923	80	P 1	279.64CR	279.64CR	279.64
		926	80	P 1	279.64	279.64	87.86
		926	80	N 1	3.96CR	3.96CR	3.96
		950	00	P 1	3.96	3.96	1,000.80
		TOT	00				2,834.47
		TOT	P1				215.00
		TOT	N1		8,527.77CR	8,527.77CR	970.00CR
		TOT	N9		8,527.77	8,527.77	8,694.64
							8,742.77
							970.00
					**	**	17,433.41 **

#SOS-1 1

STATE COPY

12-4

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8841

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-1300(2)	Harney	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED Work performed on this project, besides additional and incidental, involved construction of Bridge No. 16365 over the Malheur River. The bridge is 71 feet long and has a roadway width of 27.5 feet.

All work was completed September 14, 1979 on the Malheur River (Clark Lane) Bridge Section of County Road No. 651, approximately 11 miles northeast of Drewsey.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Douglas S. Coats Construction	$ 116,900.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* C. T. Kenady

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Info
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R/D
D/R
Sign
Act
File

FOR

REFER TO Release

DEC 5 - '80

RECEIVED STATE HWY ENGR

12-5 ok

9. IMPROVEMENT AS CONSTRUCTED

ROADBED *(Width* NA *feet)*

TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH *(Miles)*
X080	0.013

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	10-24-79

12. IN COMPANY WITH Unaccompanied.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B. Carter		16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer — G. K. Hossner	
14. TITLE Area Engineer	15. DATE 12-3-80	17. TITLE Field Operations Engineer	18. DATE 12/4/80

FORM FR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8841

February 13, 1980

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

COM 5
Contract #8841

Gentlemen:

Contract No. 8841 awarded to Douglas S. Coats Construction for work on the Malheur River (Clark Lane) Bridge on County Road No. 651 in Harney County was completed on September 14, 1979, and accepted by the State Highway Division on February 11, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 19, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8811 12-12-79 Harney

Malheur River (Clark Lane) Bridge
County Road No. 651
Harney County

Contract No. 341
F. A. P. No. SOS-1300(2)
Contractor: Douglas S. Coats Const.

NARRATIVE REPORT

GENERAL

This project consisted of replacing an old wooden structure on a county road crossing of the Middle Fork of the Malheur River about 11 miles northwest of Drewsey. It was an off-system job that also included guard rail and riprap at the structure site. The bridge itself was a 71 foot simple slab span set on poured-in-place abutments with spread footings.

The contract was awarded December 11, 1978, and the day count began December 22, 1978. 200 calendar days were allowed to complete the project. It was completed in 137 calendar days.

The preconstruction conference was held January 31, 1979. At this meeting, fears were expressed by the county and adjacent landowner that any work started at this time may be lost due to the current weather conditions being right for a potential flood. They wanted the work to be postponed until after the spring runoff. The contractor had no objection to starting at a later date, so a stop-work order was put in effect that lasted from February 1, 1979, to June 10, 1979.

STRUCTURE

Work started June 13, 1979, with the removal of the old bridge. The old timbers, abutments and center pier were still quite sound. The biggest problems with it were its narrow width and low overhead clearance. The old bridge was removed and a temporary work bridge installed just upstream by June 22, 1979. The work bridge was constructed out of timbers from the old bridge.

Bent 1 footing was excavated and poured by June 28, 1979. Excavation walls stood fairly well. Some minor sloughing off of gravel and quite a bit of water seeping in. Bent 1 walls were formed and poured by July 11, 1979.

Bent 2 footing was excavated and poured by July 26, 1979. The river broke through cofferdam into excavation and the contractor lost a day cleaning it out and repairing the cofferdam. Even at this time of year, there was a considerable amount of water in the river. During the spring runoff, footing excavation would have been impossible. Bent 2 walls were formed and poured by August 3, 1979.

Slabs were set August 14, 1979, using 65 ton and 30 ton truck cranes. Slabs were grouted the next day and shear curbs were poured August 17, 1979. Concrete finishing work was completed about August 22, 1979.

A portable batch plant was set up near the jobsite and used for the poured-in-place concrete. The aggregates were imported from Nyssa. Cement was stockpiled in sacks and used as needed. Two (2) mixer trucks were used. As far as I'm concerned, this is the only way to go on these small, isolated projects that are so far from a redi-mix plant. You have concrete when you want it and don't have to wait 2 hours or more for a cleanup load.

RIPRAP

About 100 cubic yards of Class 700 riprap were placed around the wingwalls and in a toe trench in front of the abutments under the structure. Material came from a rock point about two (2) miles downstream from the jobsite. Part of this work was done as soon as possible after the abutments were poured and completed after the slabs were in place.

GUARD RAIL

The contractor was held up for about a week by county forces doing their required grading work on the bridge end fills. They could not install the guard rail until these were completed. 50 feet of Type 2A rail with Type 1 anchors and Type C end piece was installed at each corner of the bridge. Standard bridge rail and metal tubing went on the structure itself. This work was done between August 22 and September 10, 1979. All contract work was completed by September 14, 1979.

TRAFFIC CONTROL

No problems with traffic control on this job, as the road was closed during construction. Signs and barricades were adequate to effectively close the road and the contractor parked his equipment and stockpiled material in such a manner as to reinforce the closure.

UTILITIES

The biggest problem we had on this job was getting the utility company to do their work. P. N. B. had a buried telephone cable that was to cross the new bridge in a conduit. They put in a temporary overhead crossing while the contract work was being done. They were notified several times that they could complete their work. To my knowledge, their temporary crossing is still in place and one pole is inside the guard rail on the S. W. corner of the bridge. Neither the FHWA or county will accept the project until this pole has been removed. Utility companies should only have so much time to do their work after the project is completed. This should be made clear to them before the contract work is started.

SUMMARY

This turned out to be a good, clean little job. There were no significant construction problems. There was no extra work and no price agreements. Design was good. Workmanship was good. Total cost underran the authorization by about 5%. What more could one ask for?

B. N. Hatcher

B. N. Hatcher
Resident Engineer
December 12, [illegible]

cc: Harney County

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Christensen DOL
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Sullivan copy
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DEC 13 1979
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

Malheur River (Clark Lane) Bridge
County Road #651
Harney County

Contract No. 8841
F. A. P. No. SOS-1300(2)
Contractor: Douglas S. Coats Const.

Statement of Overruns & Underruns

	Original Contract	Final Amount	±%
Contract Amount	$ 116,900.00	$ 116,464.04	-0.04
Anticipated Items	500.00	0.00	
Contingencies	5,283.00	0.00	
Engineering	10,566.00	10,418.68	
Sub Total	$ 133,249.00	$ 126,882.72	-1
Grand Total	$ 133,249.00	$ 126,882.72	-5

Item#	Description	Unit	Contract Amount	Amount Used	% Overrun	% Underrun
7	Structure Excevation More excavation required than anticipated in the estimated.	C.Y.	390	493.96	27	0
16	Loose Riprap, Class 700 Less riprap required than anticipated in the estimate.	C.Y.	175	101.5	0	42

B. M. Hatcher
B. M. Hatcher
Resident Engineer

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Malheur River(Clark Lane) Bridge	WEEK ENDING: 12-8-79
		SECTION PREFIX: 213-1064
	HIGHWAY: County Road No. 651	COUNTY: Harney
NAME OF JOB: Malheur River (Clark Lane) Bridge	KIND OF WORK: ~~XXXX~~ Structure	
CONTRACTOR: Douglas S. Coats Const.	CONTRACT NUMBER: 8841	FEDERAL AID PROJECT NUMBER: SOS-13~~00~~(2)
DATE OF CONTRACT: December 11, 1978	DATE WORK STARTED: June 11, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 137
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 69
PROJECT AUTHORIZATION: $ 133,249.00	ENGINEERING AUTHORIZATION: $ 10,566.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 122,683.00	ENGINEERING COST TO DATE: $ 10,417.18	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: NA
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 116,464.04		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 99 %	September 14, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16365							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kessey Richards
Jackmond Berg
Hopkins Inlow
Williams Widmer
Johnson Gebauer
Glenn Church

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DEC 11 1979
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	CONTRACT WORK COMPLETED
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal being submitted - Final Report

RECEIVED
DEC 4 1979
PUBLIC ROADS

SIGNED B. N. Hatcher LOCATION Burns

B. N. Hatcher, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8841 1-3-79 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-18		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Harney
MODIFICATION NUMBER 1		Project Number SOS-1300(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000.00	$ 143,249.00
Federal funds	$ 8,580.00	$ 122,907.00
Other revisions		

This modification is made for the following reasons: Add construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of January , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 404

file

Oregon State Highway Division
Salem, Oregon, December 20, 1978

Federal Aid Project
No. SOS-1300(2)

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code X080
Structure Br. #16365 (Sta. 15+09.75 to Sta. 15+80.75)

Mobilization	All Required		8,000.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	71 Sq.Ft.	$ 10.00	710.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin.Ft.	10.00	500.00
Bridge Removal and Salvage Work	All Required		12,500.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	390 Cu.Yd.	9.00	3,510.00
Structure Excavation Below Elevations Shown	40 Cu.Yd.	1.00	40.00
Structural Concrete, Class 3300	All Required		28,400.00
4' x 70'/75' Prestressed Slabs	7 Each	5,500.00	38,500.00
Reinforcement	All Required		7,210.00
Metal Rail with Tubing	125 Lin.Ft.	40.00	5,000.00
Guard Rail, Type 2A	200 Lin.Ft.	14.00	2,800.00
Guard Rail Anchors, Type 1	4 Each	150.00	600.00
Rail End Pieces, Type C	4 Each	120.00	480.00
Loose Riprap, Class 700	175 Cu.Yd.	18.00	3,150.00
			$116,900.00

Anticipated Items

Temporary Erosion Control	All Required		$ 500.00
			$ 500.00
	Subtotal		$117,400.00
	Engineering		15,849.00
	Total		$133,249.00

Length of Project 0.013 Mile

Oregon State Highway Division
Salem, Oregon, December 20, 1978

Federal Aid Project
No. SOS-1300(2)

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 10,000.00	$ 8,580.00	$ 1,420.00
Structure	133,249.00	114,327.00	18,922.00
Total	$143,249.00	$122,907.00	$20,342.00

Group 1 100%

Contract No. 8841

Prefix No. 213-1995

Prefix No. 213-1064

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-80	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-13-78	Oregon County Harney Project No. SOS-1300(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 9 miles N.W. of Drewsey

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/24/78	0.01
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,000.00	$ 8,580.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 18 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon Sept. 28, 1978

Federal Aid Project
No. SOS-1300(2)

Malheur River (Clark Lane) Bridge Section
County Rd. in Harney County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (M.P. 21+ to M.P. 23+, Co. Rd. 651)

Preliminary Engineering	All Required	$ 10,000.00
	Total	$ 10,000.00

Length of Project. . . . . 0.01 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 8,580.00	$ 1,420.00
Retain in Program (PS&E Status)	103,000.00	88,374.00	14,626.00
Total	$113,000.00	$96,954.00	$16,046.00

Group 1 - 100%
Prefix 213-1995

8641

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 2, 1979

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8641 for the Malheur River (Clark Lane) Bridge on County Road No. 651 in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Hartford Accident & Indemnity Co.
Surety Department
1810 Eastlake Avenue East
Seattle, WA 98102

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
Wendell Schwartz
Barry Hatcher

3841

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/27/78	CC1951		213-1995 213-1064

BILL TO: Code:

Harney County Court

Courthouse

Burns, Oregon 97720

Attn: Mr. Joe R. Miles, Rd. Supervisor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the Malheur River (Clark Lane) Br. Section SOS-1300(2) AD 432 CC 1846 AD 534			

Advance Deposit Amount	PE Const.	$ 840.00 $ 19,100.00
Advance Deposit Previously Transferred to Highway Fund		$ 640.00
Balance		$ 19,300.00
Transfer to Highway Fund		$ 15,300.00
Refund Due		$

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Gerald W. Wimer

Gerald W. Wimer

SP*35736

8841

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Barry Hatcher
SAIF
Fran
Don Trout

December 11, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on November 21 accepted your proposal for the Malheur River (Clark Lane) Bridge on County Road No. 651 in Harney County for the sum of $116,900 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Harney County and when the sum of $18,650 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8841.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 22, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8841

November 17, 1978

Harney County Court
Courthouse
Burns, Oregon 97720

Attn: Mr. Joseph R. Miles
Road Supervisor

Gentlemen:

On November 16, 1978, a satisfactory bid was received from Douglas S. Coats Construction, P. O. Box 311, Bend, Oregon 97701, for the Malheur River (Clark Lane) Bridge Section, SOS-1300(2).

This is an Off-System project and based upon the contractor's bid the County's advance deposit is as follows:

Bid Items	$116,900.00
Erosion Control	500.00
4½% Contingencies	5,283.00
9% Engineering	10,566.00
EST. TOTAL CONSTRUCTION COSTS	$133,249.00
Est. Cost of PE	9,000.00
Est. total project costs	$142,249.00

Recd - 11/4/78
Called in by Roger Lang

County advance deposit will then be:

14% of $142,249.00 =	$ 19,914.86
Less PE Advance Deposit	840.00
	$ 19,074.86

by rounding: $19,100.00

Please make your check in the amount of $19,100.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 8, 1978.

Very truly yours,

for Gerald W. Miner
Local Government Manager

MR:dmc

bc w/AD#534: Vern Skoog-Please return completed AD#534 when check is received.
Region 5 Federal Aid Engineer Roger Lang

		213	1994	926	00 P 1				
				TOT	P1		194.07		
				** JOB TOTA	**		194.07	**	
ALMEDA RIV BR...CLARK	CONT NO			FA PROJ NOS SOS 300002 100					
		213	1995	296	00 N 9				
		213	1995	297	00 N 9				
		213	1995	901	00 P 1				
		213	1995	905	00 P 1		111.77		
		213	1995	918	00 P 1				
		213	1995	922	00 P 1		33.82		
		213	1995	926	00 P 1		176.06		2
		213	1995	950	00 P 1				
				TOT	P1		321.65		2
				** JOB TOTALS **			321.65	**	2
EALL LANE GRADE XING	CONT NO		*	FA PROJ NOS SRS 005009 100					
		215	1916	295	00 N 9				
		215	1916	296	00 N 9				
		215	1916	298	00 N 9				
		215	1916	901	00 N 1				
		215	1916	905	00 P 1				
		215	1916	914	00 P 1				
				TOT	P1				
				TOT	N1				
				** JOB TOTALS **				**	

L TO DATE JOB COST SUMMARY SEPTEMBER

RIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	YEAR
SPRR XING @ EHRMAN WAY	CONT NO	*	FA PROJ NOS SRS 005029 100			
	215	1919	296	00 N 9		
	215	1919	297	00 N 9		
	215	1919	298	00 N 9		
	215	1919	299	00 N 9		
	215	1919	901	00 P 1		
	215	1919	901	00 N 1		

	1994	926	00 P 1						2,283.13	
		TOT	P1		194.07		598.75		7,924.27	
		** JOB TOTAL **			194.07	**	598.75	**	7,924.27	**
		FA PROJ NOS SOS 300002 100								
	1995	296	00 N 9				640.00CR		640.00CR	
	1995	297	00 N 9				640.00		640.00	
	1995	901	00 P 1						2,977.24	
	1995	905	00 P 1		111.77		191.41		432.11	
	1995	918	00 P 1				215.84		1,018.79	
	1995	922	00 P 1		33.82		33.82		33.82	
	1995	926	00 P 1		176.06		2,282.89		4,322.90	
	1995	950	00 P 1						95.04	
		TOT	P1		321.65		2,723.96		8,880.10	
		** JOB TOTALS **			321.65	**	2,723.96	**	8,880.10	**
		FA PROJ NOS SRS 00S009 100							00	
	1916	295	00 N 9						146.67	
	1916	296	00 N 9						195.45CR	
	1916	298	00 N 9						48.78	
	1916	901	00 N 1						141.25	
	1916	905	00 P 1						49.88	
	1916	914	00 P 1						4.32	
		TOT	P1						54.20	
		TOT	N1						141.25	
		** JOB TOTALS **				**		**	195.45	**

SEPTEMBER 1978 PAGE 540

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
						00
NO		FA PROJ NOS SRS 00S029 100				1,801.02CR
215	1919	296	00 N 9			116.75
215	1919	297	00 N 9			1,334.02
215	1919	298	00 N 9			350.25
215	1919	299	00 N 9			230.22
215	1919	901	00 P 1			312.15
215	1919	901	00 N 1			

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-25-78

FEDERAL AID PROJECT NO. SOS-1300(2)

STATE PROJECT NO. See below

COUNTY NAME . Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80220

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE FS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-24-78	10-25-78	non Federal-aid	County Road

GENERAL LOCATION:
Malheur River (Clark Lane) Bridge Section

GENERAL DESCRIPTION OF WORK:
Advertise for bids.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 10-13-78, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

12-22

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-78	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8811

ENVIRONMENTAL REVIEW CHECKLIST

Harney

ALL CLEAR/O 11/8/78
Donald L Rout

11-16-78 Bid Letting _____ All Clear Deadline

SECTION Malheur River (Clark Lane) Br
Highway Co Road
County Harney Region 5
Type of Work Structure Funds 05
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands		X	X	X	X
D.O.G.M.I.	X				
Corps of Engineers		X			X
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				X

Covered in Assessment

8841

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 16, 1978

Federal-aid Project No. SOS-1300(2)

Federal-aid Project Name Malheur River (Clark Lane) Bridge

Highway No. 2013

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk
cc: E. S. Hunter
V. E. Skoog
J. H. Versteeg
Duane Ridings
F. C. Lowe

8841

OREGON STATE HIGHWAY DIV ON
117 DOT Building
Salem, Oregon 97310

9-6-78

2013

Attention: Right-of-Way Section

Subject: Federal Aid Project No. S05-1300(2)
Project Name Malheur River (Clark Lane) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

OR

☐ a. There has been no displacement of persons from residences, farms or businesses.

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Burns, Oregon, this 6 day of Sept, 1978

County of Harney

Dale White
County Judge/Chairman

George McCurdy
Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Sept. 13, 1978

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8211

STATE OF OREGON

INTER OFFICE MEMO

TO: W. E. Schwartz
Region 5 Engineer

DATE: August 25, 1978

SUBJECT: Malheur River (Clark) Br.
Malheur River (Clark Br. Sect.
County Road 651
Harney County
Bridge 16365

FROM: T. G. Thompson
Supervising Design Engineer

Enclosed are two reduced prints of drawings 33744 thru 33746, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $143,000.

It is planned to call for bids on this section on November 16, 1978.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by September 7, 1978.

SKS:df
Enclosures

cc: Joseph R. Miles, Harney County Road Supervisor /w/ 2 encls.
H. A. Schell /w/ 2 encls.
Specs Unit /w/ 1 encl. plus estimate sheet (unchecked) and designers' notes.
Construction /w/ 1 encl.
Utility Unit /w/ 1 encl.
County-City Unit
Road Design /w/ 1 encl.
Barry Hatcher /w/ 1 encl.

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☒ OPE ☐
AUG 29 1978
File: PM FA
LG OP
TAA

81-125.1387

8841

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

August 8, 1978

R. C. Lang by O. Tucker

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: Preliminary Plans
Malheur River (Clark) Br. Sec.
County Rd. 651
Harney County

TO: Gerald Wimer
Manager, Local Government Section

S A L E M

Enclosed is one set of preliminary plans (drawings 33458 and 33433) which have been approved by the Harney County Court. The Court is aware the estimated cost is now at $143,000.

Also, on July 18, Bob Prange asked me to determine if R/W requirements, as shown by the Road Design section, were acceptable to the County. I discussed this with Joe Miles who said they were okay. The County is unable to determine accurately where the R/W actually lies; the required slope lines have been discussed with Mr. Clark, who has no objection; and the roadwork is being performed with no federal aid.

I suggested the County obtain a permit of entry (using the map furnished) in order to comply with the Land Acquisition Act.

Please advise if additional information is required to retain the bid opening schedule of November 16, 1978.

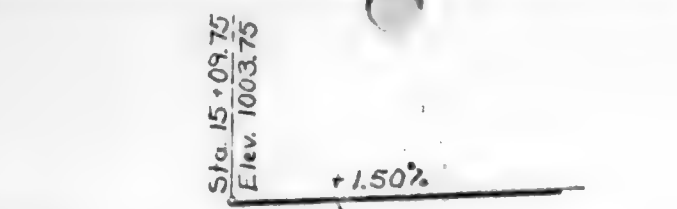
RCL/vmt
Enc.
cc: Walt Hart
Harold Brainerd
Barry Hatcher

To: Structures
8/10/78

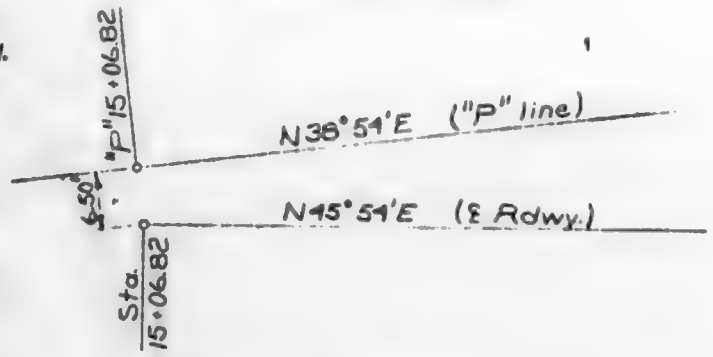
Prange
Let Lange know
Talked to R. Lang 8/11/78

lar to supply 200'
2A guardrail, 4 Type
ieces, and 4 Type 1

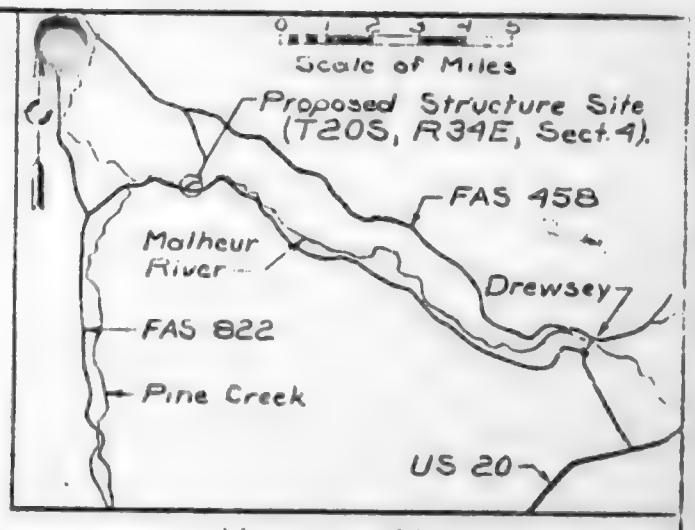
und telephone
to be relocated.



GRADE LINE ℄
No Scale



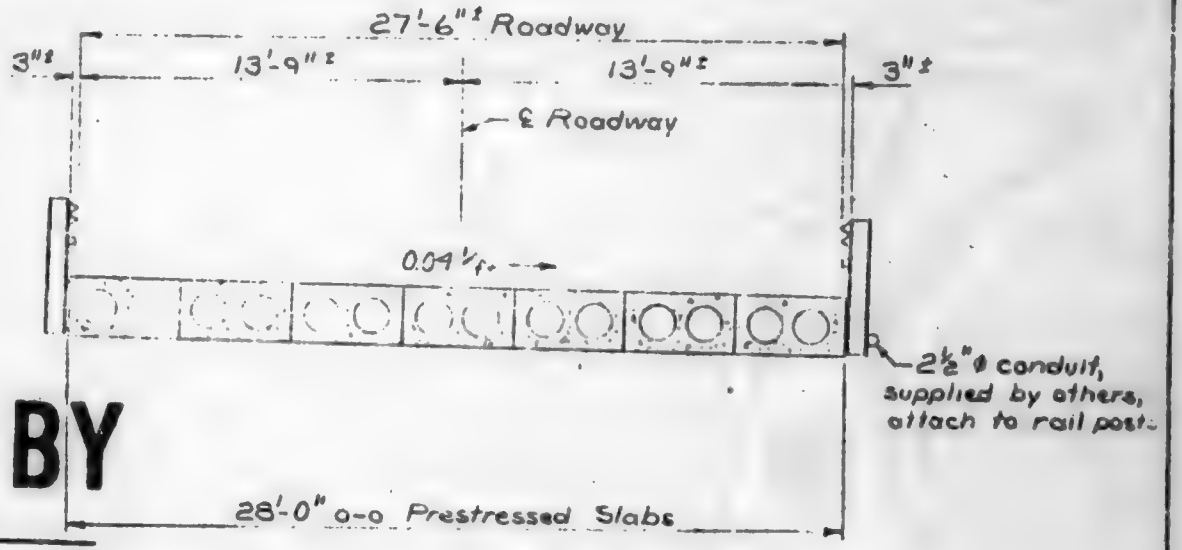
CENTERLINE SCHEMATIC
No Scale



VICINITY MAP

le)

Fill



8 prestressed piles (typ.)

TYPICAL DECK SECTION
Scale: ¼" = 1'-0"

APPROVED BY

COUNTY OF Harney

Dale White
JUDGE OR CHAIRMAN

Georg K Purdy
COMMISSIONER

Dan White
COMMISSIONER

DATE 8-2-78

HYDRAULIC DATA

	Design Flood	Max. Flood Yr. (1964)
Discharge-c.f.s.	7,700	7,700
Frequency-yrs.	30	30
H.W. Elevation Natural Chan.	1001.6	1001.1

APPROVED FOR
JUL 25 1978
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED:
BRIDGE ENGINEER
DEPUTY STATE HIGHWAY ENGINEER
DESIGNED
DRAWN S.K. Starkey
CHECKED
REVIEWED
REVIEWED
CALC BOOK 1700
DATE REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MALHEUR RIVER (CLARK) BR.
MALHEUR RIVER (CLARK) BR. SECTION
COUNTY ROAD 651 HARNEY COUNTY

PRELIM. PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE JULY 1978
BRIDGE NO. 16365
SHEET 1 OF 1
DRAWING NO. 33458

77-1

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 27, 1978

Mr. Joseph R. Miles, Roadmaster
P. O. Box 1147
Burns, Oregon 97720

Dear Joe:

Re: Malheur River (Clark) Br. Sec., County Rd. 651

Enclosed are two copies each of drawings 33458, 33433 and 33434 which are the preliminary plan/elevation, typical section/profile and vicinity map for the above project. The preliminary estimated cost for the bridge is $108,500 including allowances for contingencies and engineering.

Please examine the plans carefully and if found to be acceptable, present them to the Court for signature.

Your early approval, along with any comments, will allow ample time to complete the design work and stay on schedule for bid opening on November 16, 1978.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/vmt
Enc.
cc: Walt Hart
Gerald Wimer
D. O. Christensen
Barry Hatcher

PROJECT MANAGEMENT
PME CCE OM
LGE FAE
JUL 21 1978

Form 81-734-3122

8841

STATE OF OREGON INTER[illegible]ICE MEMO

TO: W. E. Schwartz ATTN: R. C. Lang DATE: July 25, 1978
Regional Engineer

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT: Malheur River (Clark) Bridge
Malheur River
County Road 651
Harney County
Bridge 16365

Enclosed are four reduced prints of drawings 33458, 33433, and 33434, which are the preliminary plan and elevation and vicinity maps for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $108,500.

These are being sent to you to obtain County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon as soon as possible.

It is planned to call for bids on this section on November 16, 1978.

cc H. A. Schell /w/ 1 encl.
Road Design /w/ 1 encl.
County-City Unit

8/2/78 I By
Est. 143,100
Don Stowdenmier
He w.71 tell Roger L.
143,100
5,000
148,500

PROJECT MANAGE[illegible]
DCE
[illegible]

01-125-1367

88-41

Harold Wimer

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W.E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 19, 1978

Mr. Joseph R. Miles
Roadmaster
Harney County Courthouse
Burns, Oregon 97720

Re: Malheur River (Clark) Br. Sec.
County Road 651
SOS-R Project

Dear Joe:

Enclosed is profile and sketch map showing the approximate slope lines which will be required in order to establish the proposed roadway section. Under the terms of the project application, the County is to perform the grading work.

Because of the slope line conflict with the existing fence lines, there is some question concerning right of way. However, we are not saying that R/W is required as occasionally fences are not on the actual property line.

Please review the proposed grade and slope line, determine if right of way will be involved and advise me if the horizontal and vertical alignment is acceptable to you.

If right of way is going to be involved, or if a change in alignment is desired, we need to know right away so we can keep the project on schedule.

Please feel free to discuss this matter with Barry and telephone me of your decision or determination as soon as possible.

Also, it is noted a buried telephone cable will be under the fill. Under the terms of the Construction-Finance Agreement the County is to move or cause to be moved any conflicting utilities. You should contact the telephone company to advise them of the proposed project.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 20 1978
File: PM FA
TAA LG OP

RCL/vmt
Enc.

Date July 18, 1978 PROJECT MANAGEMENT OFFICE MEMO

Subject Malheur Riv. (Clark) Br. Sect., Harney Co. File No. 505-1300(2)

Received (call) (visit) from _____

Address La Grande - Region 5

Made (call) ~~(visit)~~ to Roger Long Phone 963-3177

Reason for contact and general discussion: Told Roger I was sending plelim. plan of Bridge and approaches showing new grade line. Plan also shows slope catch lines (Green). County should concur that new grade is OK and that County will not have any right of way problems when they grade new approaches. Roger will call us as to County's response.

C.C. Roger Long w/att.
7/18

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8811

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Harney County Court
Courthouse
Burns, OR 97720
Attention of Mr. Joseph R. Miles
Road Supervisor

Request No. (assigned by staff engineer or head of section) cc 1846

Date June 30, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $840.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$200.00	
		To be transferred to the State Highway funds for the P.E. for the Malheur River (Clark Creek) Bridge Section OFF-SYSTEM Project SOS-1300(2) See AD 432		$640.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 840.00

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

213-1995-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:

Regional Engineer

Approved: Geo. W. Wimer
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

JUNE 6, 1978

Stephen H Macnab

FROM: STEPHEN H. MACNAB
ASST. HYDRAULICS ENGINEER

SUBJECT: HYDRAULICS STUDY
MALHEUR R. (CLARK) BR.
COUNTY ROAD NO. 651
HARNEY COUNTY
SOSR

TO: FILE

MALHEUR RIVER (CLARK) BRIDGE IS LOCATED ON COUNTY ROAD 651 APPROXIMATELY 11 MILES NORTHWEST OF DREWSEY IN HARNEY COUNTY.

HYDROLOGY

MALHEUR RIVER AT THE BRIDGE CROSSING DRAINS AN AREA OF ABOUT 520 SQUARE MILES. DOWNSTREAM NEAR DREWSEY THE U.S. GEOLOGICAL SURVEY HAS MAINTAINED SINCE 1927 A STREAM GAGE WHICH RECORDS PEAK FLOWS FOR THE 910 SQUARE MILE BASIN ABOVE THE GAGE. PEAK FLOW DATA AT THE GAGE INDICATE THE FOLLOWING FLOOD HISTORY.

DATE	FLOOD PEAK
DECEMBER 23, 1964	12,000 CFS
FEBRUARY 24, 1957	10,700 CFS
MARCH 25, 1952	9,030 CFS
FEBRUARY 1, 1963	6,000 CFS
JANUARY 24, 1970	5,160 CFS

THE DECEMBER 1964 FLOOD AT THE GAGE HAD A RECURRENCE FREQUENCY OF ABOUT 30 YEARS.

FREQUENCY-DISCHARGE ESTIMATES AT THE BRIDGE SITE WERE MADE USING THE FLOOD-INDEX METHOD FOR REGIONALIZING PEAK FLOWS AT UNGAGED SITES. THIS ANALYSIS RESULTED IN THE FOLLOWING FLOW RATES AT THE BRIDGE SITE.

PROBABILITY OF RECURRENCE	FREQUENCY	DISCHARGE
50%	2-YEAR	1,360 CFS
20%	5-YEAR	3,060 CFS
10%	10-YEAR	4,590 CFS
4%	25-YEAR	7,140 CFS
2%	50-YEAR	9,520 CFS
1%	100-YEAR	12,240 CFS

AND ITS ORIENTATION TO THE CURRENT.

NEW CROSSING DESIGN

DESIGN FOR THE NEW BRIDGE REQUESTED BY THE COUNTY CONSISTS OF (1) A 70-FOOT CLEAR SPAN BRIDGE ON VERTICAL ABUTMENTS ,(2) GRADE RAISE OF ONE FOOT ON THE SOUTH END OF THE BRIDGE AND (3) A GRADE OF 1.5 PERCENT CONTINUED ACROSS THE BRIDGE AND TO THE SOUTH.

THE PROPOSED DESIGN WILL HAVE SOME ADVERSE HYDRAULIC EFFECTS OVER THE EXISTING CONDITIONS. CHANGING THE GRADE AS REQUESTED WILL REDUCE THE FLOW AREA IN THE SAG WHICH IN TURN WILL (1) INCREASE THE BACKWATER, (2) DIVERT MORE WATER TO THE BRIDGE CROSSING, (3) INCREASE VELOCITIES ACROSS THE ROAD AND UNDER THE BRIDGE AND (4) INCREASE THE POTENTIAL FOR MORE GENERAL SCOUR UNDER THE BRIDGE.

THE NEW BRIDGE DESIGN WILL HAVE SOME FAVORABLE EFFECTS IN THAT THE CENTER PIER WILL BE ELIMINATED AND THUS INCREASE THE CAPACITY OF THE OPENING. IN ADDITION, ANY ADVERSE RE-DIRECTION OF CURRENT BY THE PRESENT PIER TOWARD THE RIGHT BANK WILL BE ELIMINATED.

COMPUTER MODELING OF THE NEW CROSSING AS PROPOSED RESULTED IN THE FOLLOWING VALUES WHICH CAN BE COMPARED WITH VALUES CONTAINED IN A SIMILAR TABLE FOR THE EXISTING CONDITIONS.

	30-YEAR FREQUENCY (1964 FLOOD)	50-YEAR FREQUENCY
DISCHARGE OVER ROAD	1951 CFS	3411 CFS
DISCHARGE THRU BR. OPENING	5734 CFS	6158 CFS
AVERAGE VEL. IN BR. OPENING	7.78 FPS	8.36 FPS
BACKWATER	1.1 FT	1.3 FT
UPSTREAM WS EL. IN FLOODPLAIN	1002.1 FT	1002.8 FT

CONCLUSIONS

ALTHOUGH SOME ADVERSE HYDRAULIC CONDITIONS WILL BE PRODUCED BY THE NEW CROSSING IT IS FELT THAT THESE WILL NOT CAUSE ANY ADDITIONAL ROADWAY DAMAGE OR UPSTREAM PROPERTY DAMAGE IF THE FOLLOWING PROVISIONS ARE INCORPORATED INTO THE NEW DESIGN.

(1) PLACE MINIMUM CLASS 700 RIPRAP AROUND ENDS OF ALL WING WALLS TO PREVENT EROSION AT THESE CRITICAL POINTS.

HYDRAULIC DATA

	DESIGN FLOOD	~~INTERMEDIATE~~ ~~REGIONAL~~ FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	7,700	9,320	7,200
Frequency - yrs.	30±	~~100~~ 50	30±
H.W. Elevation Natural Channel ft. / m.	1001.6	1002.2	1001.1
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	7.78	8.36	7.13

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

MALHEUR RIVER (CLARK) BRIDGE
COUNTY RD. # 651

COMPILED BY: MACNAB

DATE: JUNE 5, 1978

88c/1

Date: May 22, 1978

Harney County Court
Courthouse
Burns, OR 97720

Attn: Honorable Dale White
Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Malheur River (Clark Lane) Bridge Section, Project #SOS-1300(2).

Financial sharing of the preliminary engineering is:

Total P.E.	$ 6,500.00
Less Bridge Design	500.00
Adjusted PE Costs	$ 6,000.00
Federal Funds	$ 5,160.00
Local Share	$ 840.00

Rec'd 6/14/78 we Told Region

Please make your check in the amount of $840.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G.W. Wimer
Local Government Manager

bc w/AD#____: Vern Skoog - Please return completed AD#432 when check is received.
Region 5 Federal Aid Engineer Roger Lang

432

58-11

Malheur River (Clark) Bri
Road 651 08-1300(2)

Harney County
Prefix: 213-1995

LOCATION NARRATIVE REPORT

General

The proposed project consists of replacing a timber truss bridge. The site is located about 11 miles N.W. of Drewsey on County Road No. 651 which crosses the Middle Fork of the Malheur River at this point.

This surrounding area is primarily used for cattle and hay production along with grazing. The few ranches in the valley are quite large in size.

Existing Bridge

The existing structure is sound, but has severe width and height restrictions. By replacing it, the County will have an alternate route in case something should happen to the bridge upstream (Acton) as well as having something that high loads of logs and hay can be hauled across.

The old bridge is a 25 year old, two-span timber truss sitting on concrete piers. The concrete for these was mixed on the spot, using gravel and sand out of the river. It is 66 feet long and 16 feet wide (single travel lane). The center pier has caused some problems in the past by catching drift and aiding in the formation of ice jams. The existing piers are at 90° to bridge centerline and restrict the normal channel flow to a certain extent. It appears as if this has also caused some streambank erosion on the S.W. side below the bridge. Scour could be attributed to this, too.

Proposed Structure

The County would desire a single - span prestressed concrete (probably box beams) structure resting on concrete abutments. The span length will be around 70 feet with a top width of 28 feet. One of a similar nature was constructed about 7 miles upstream in 1975. County would like North end of structure shifted downstream to improve alignment with curve in road near this end. South end will also slide downstream slightly to allow for extra width of new bridge. Propose skewing Bents 60° to normal which will fit channel better (these proposals shown on vicinity map).

Test holes for foundation data have not been completed at this time, but it is likely that piling will be required for the footings.

The County would also like to raise the finish grade on the south end of the new structure by about one foot and then carry a plus 1.5% grade on across the bridge to the north.

By raising the new structure and eliminating the center pier, the waterway area will be increased and the chance of ice jams or drift accumulations will be decreased.

Returned to
Carstenson
5/18/78

LOCATION NARRATIVE REPORT (cont.)

Highwater & Floods

The highest water of recent record occurred in 1952 and 1964. Both these years, the flood was of approximately the same magnitude. This highwater elevation would have been 1000.4' (assumed elevation) which is about at the bottom of the lower cross supports at the mid span points. The highwater this year was elevation 998.4'. The runoff this year was above normal.

The road southerly of the bridge has had water over it several times in the past. During extreme highwater, it has been inundated for about 200 feet through a low sag. The County intends to raise the grade through this area, but still leave a sag for a relief overflow in the event of a severe flood.

Other Structures

About seven miles upstream from the proposed bridge site is Acton Bridge, constructed in 1975 by a contract administered by the State. Between these two, the only drainage of any significance entering the Malheur River are Wolf Creek, Muddy Creek and Pine Creek.

Downstream from the site, about 12 miles, the next major structure over the river is in the town of Drewsey. This bridge was probably built in the early 1960's under State contract. Drainages entering between these two would be Mule Creek and Stinkingwater Creek.

The next bridge downstream would be the highway crossing about 2 miles downstream from Drewsey. This bridge was probably constructed in the mid 1960's and is a modern slab span.

By looking up the plans and other data on these structures, valuable hydrologic and hydraulic information should be gained. No cross sections of the openings were taken at these other bridges, but could be if the information cannot be found in existing records.

Grading

County Forces will do any grading in the vicinity of the structure. They intend to raise the grade to the south and improve the alignment on the curve to the north by cutting out some of the bank there.

The County will also build the new approaches to the bridge, but would like the contract to include backfilling the end Bents out far enough so that they can get their heav y equipment to that point.

LOCATION NARRATIVE REPORT (cont.)

Right of Way

The County will make all arrangements for necessary R/W, if any is required. Only one landowner would possibly be affected.

The house near the structure is only used at times when extra help is hired for ranch work. It will not be affected by this proposed construction.

Riprap

A small quantity of riprap should be placed at each corner of the new structure. The only erosion evident is on the southerly downstream bank and this is now adequately protected by riprap.

Some scour is evident under the old bridge, but removal of the center pier should cure this.

The County desires to have the riprap work included in the contract.

At least two riprap sources are located within 5 miles of the site. One is just downstream and has been used before. Arrangements to use it would have to be made with the landowner, Mr. Clark.

Guard Rail

A short run of guard rail should be installed at each corner of the new bridge. We figured 50 feet of Type 2A with Type I anchors and Type C end pieces.

The County also desires this to be included in the contract work.

Traffic Control

The road can be closed during construction, as there are alternate ways to get around. Proper signs and barricades for this purpose should be included in the contract.

A temporary crossing could be built, or the river forded, if the water is low enough. This would only be if the contractor wanted a crossing at the site. It could also be used by the local ranchers, but not open to the public. The Fish Commission has no objection to putting culverts in the river and constructing a temporary crossing as long as the water is not silted toobadly.

LOCATION NARRATIVE REPORT (cont.)

Fish Commission

Mr. Bill Hosford, Biologist for the S.E. District Office of the Fish and Wildlife Commission located in Hines, has stated that the contract work should be performed in late summer or fall, when the river is at it's lowest level, and the irrigation and spawning seasons are over. He also would like something in the Special Provisions that will hold contractor activity in the river, and related roiling of the water, to a minimum.

This would indicate that a fairly short time limit on the job would be desirable, so that it couldn't go into another season.

The Fish Commission will get another chance to air their views as the project is worked up through P.S.&E.

Utilities

Pacific Northwest Bell Telephone Company has a 25 pair buried cable in the road that crosses the bridge on the downstream side. It is attached to the outside stringer by clamps.

The Region Utility Engineer has contacted P.N.B. Their Redmond office services this area. They have asked that a 2½" conduit be cast in the exterior beam at their cost and will furnish a letter to that effect.

During actual construction, the line will have to be placed on a temporary overhead crossing probably downstream and outside the work area.

According to the Construction-Finance Agreement, utility adjustments or relocations are the County's responsibility.

Irrigation Facilities

No irrigation facilities are located at the jobsite.

Summary and Estimate

No summary of quantities and estimate of cost have been prepared as the design of the new structure has not yet been confirmed.

Special Provisions

The County wishes to have the old bridge superstructure removed by the contractor; stockpiled nearby, and to remain the property of the County; to be disposed of at their discretion.

LOCATION NARRATIVE REPORT (cont.)

Special Provisions (cont.)

The existing center pier should definitely be removed to at least the flow line of the channel or a foot below. It may be impractical to remove the entire footing.

The old end abutment walls should also be removed and disposed of. At first we thought that they may be beneficial by protecting the new abutments, but their skew is wrong and they would just be in the way.

Miscellaneous

This project may fall under the blanket permit from the Corpsof Engineers. I don't think this river would qualify as a navigable stream.

Some consideration should be given to the possibility of using precast prestressed concrete piling with a poured pile cap for the slab or beam supports on the proposed structure. Poured-in-place concrete is a real problem in these remote areas. All aggregates have to be imported from Ontario and the price of concrete in Burns is staggering. Local suppliers are not too reliable and their equipment is pitiful.

Copies of the vicinity map and location narrative report will be made in the Region Office and distributed to the Region Utility Engineer and Harney County.

B. N. Hatcher

B. N. Hatcher
Resident Engineer

88c/1-

213595

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Malheur River (Clark) Bridge

Date May 4, 1978, 19

Highway C.R. 651 Clark Lane

Authorization No. 1

County Harney

Survey Prefix 213-1496
(Assigned by Salem office)

Description of termini, route, length, etc.: MP 2.1 to MP 2.3

Purpose of survey: Prepare Bridge Plans

RECEIVED
MAY 08 1978
ACCTG. CONTROL

Estimate of cost: Structural Design 906 3,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$3,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Turpin
Location Engineer

Approved:

E. J. Schmeltz
Tech. Serv. Mgr.

SP*23604-724

MC 1<

N

M MP

8841

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-24-78

FEDERAL AID PROJECT NO.
S[illegible]-1300(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, OREGON

PROGRAM NO.

ITEM NO.
80220

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
3-24-78	3-24-78	Non Federal-aid / County Road

GENERAL LOCATION:
"Malheur River (Clark Lane) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION : Including Utility preparatory work and archeology salvage TEC NTE $6,500 Federal funds $5,577
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 3-20-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $103,000 - Federal funds $88,374 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE
Swan 3-28

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-24-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

88C11

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80220
Project No. SOS-1300(2)
Malheur River (Clark Lane) Bridge Section
Harney County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $6,500 with an obligation of $5,577 in federal funds.

(2) Authorization for construction at an estimated total cost of $103,000 with an obligation of $88,374 in federal funds.

DRH:dmc
Attachment
cc: W. E. Schwartz, Region 5
Harold Reynoldson

84 AD 43

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

March 20, 1978

FEDERAL-AID (PR

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 9 miles NW of Drewsey 66					ADT	PRESENT 50	FUTURE 250 (66) (70)			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, One Bridge 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)			
CARD 4	CLASS OF FEDERAL FUNDS Safer Off-System Roads							COUNTY NAME				
	NAME OF URBAN AREA 17-31 --							ROUTE NO. N	FEDERAL Non			

C 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE			0.01	Less "5.00 Design 6,500	5,577
5					ROW					-
5					CONST (CODE) X080		"Malheur River (Clark Lane) Bridge Section"	0.01	103,000	88,374
								0.01	109,500	93,951

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

1
.
8

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	50	250	98	10	Oregon	41	680	80220

PROJECT NUMBER: PREFIX LETTER(S) SOS – NUMBER 1300 SEQ. NO. (2)

T. Projects Only: POST MI. | DESIG.

ABCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

COUNTY NAME: Harney — CODE 025

ROUTE NO. N | FEDERAL-AID Non | STATE Co. Rd. | U.S. --

PROGRAM STAGE: [ ] 1 OR [ ] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	ESTIMATED PROJECT COST BY PHASES				
	Locn #500 Design			#840	
0.01	6,500	5,577	---	923 (Co.)	
0.01	103,000	88,374	---	14,626 (Co.)	ROW-60' min.; Access Control-None; Parking Restrictions-None
0.01	109,500	93,951	---	15,549 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

MALHEUR RIVER (CLARK LANE) BRIDGE SECTION
PROJECT NO. SOS-1300(2)

Existing Facility:
Roadway--22-ft. gravel surface providing 2 lanes for traffic.
Structure--Wooden Truss, width 16', length 66', Bridge No. 13-3-3.

Adjacent Sections: Same as roadway above.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility work and archeological salvage.
2) Remove existing structure and construct approximately 66-foot long reinforced concrete bridge with 28-foot roadway on improved alignment within the existing right-of-way and incidental work common to this type of project.

NOTE: The County to build approach roadways as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 10, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.
2) Included in FY 78 Annual Program under "Rural Safer Off-System Roads".

8811

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 8, 1978

The Honorable Dale White
Harney County Judge
County Courthouse
Burns, OR 97720

Dear Judge White:

RE: Final Project Assessment
Malheur River (Clark Lane) Bridge

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3, Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

R. C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure

cc: Gerald Wimer
Barry Hatcher

H

8841

STATE OF OREGON

INTEROFFICE MEMO

February 27, 1978

TO:

J. B. Boyd (3)	George Bell
L. E. George	Surfacing Design - Lab Bldg.
W. J. Hart	Region 5 : W. E. Schwartz
C. T. Keasey	District 14 : C. K. Ansell
J. H. Versteeg (4)	Region 5 Geologist: Vernal Moore
F. E. Terpin (3)	Gerald Wimer (1)
G. A. Potter (2)	B. L. Gifford

FROM: D. H. Moehring by D. V. Hunter
D. H. Moehring, Manager
Office of Project Management

NOTED
E. S. HUNTER

SUBJECT: PROJECT ASSESSMENT
Malheur River (Clark Ln.) Br.
Clark Lane
Harney County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG: dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 7 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Apr | File

81-125-1307

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 10, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-1300(-)
Malheur River (Clark Ln) Br
Clark Lane
Harney County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's January 6, 1978, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 5, Kennedy, Env)

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☐ FAE ☑ OPE ☐
FEB 2 1978

TAV _____ PME FE
LE OP

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

505-1300(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 5, 1977

Section Malheur River (Clark Ln.)Br. Unit (if appl) _____

County Harney City Burns

Highway Clark Lane State Hwy. No. _____

Termini: M.P.(if appl) _____ Length 66 feet

Region 5 Construction Estimate $102,650
Program Amount

B. Purpose of Project:

To replace substandard structure which will not accommodate modern day agriculture and timber products' traffic.

C. Origin & History of Project:

Citizens of Harney County have requested the project. The County Court has reviewed the project and have established it as a priority off-system project.

D. General Description of Project:

Replacement of existing substandard structure, 16' wide, over the Malheur River. Widening of roadway section at bridge ends to be performed by County forces as nonparticipating item.

Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes 1; Med. No; Shldrs. 0; Parking No

Proposed: No. Lanes 2; Med. No; Shldrs. 4'; Parking No

Traffic: Existing Facility: Existing ADT 50-25-; Projected ADT same; Yr. _____

Existing Level of Service inadequate

Proposed Facility: Projected ADT 250-400; Yr. 1990

Projected Level of Service 20 years

Right of May: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials for roadway widening will be obtained from existing sources.

Type of Structure(s):

Steel or concrete bridge

Brief Description of River or Stream and Type of Involvement, if any:

Malheur River - This bridge should be built during low water to facilitate a large culvert to be used to detour which can be put in the present right of way. The Malheur River is a year-round stream.

Local City, County or COG priorities of project:

Harney County

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Location or design alternatives are limited to "do nothing" and close the road when the bridge becomes unsafe for further traffic.

Other Descriptive Information or Comments:

North end of bridge will be moved slightly to the east for betterment of alignment but will stay in present right of way.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This bridge is located in the upper Drewsey Valley of Harney County. The valley floor is devoted mainly to raising hay for the sheep and cattle that are in the valley which varies from 300' to 2 miles across and has several ranches located in it. There are several streams running into this valley that have additional farmland in the bottoms. The immediate hills are covered with grass, sagebrush, and juniper with extensive ponderosa pine forests to the north about 8 miles. Abundance of antelope, deer, and fishing streams attract sportsmen to the area.

2. Cultural:

Production of agricultural crops, cattle, wildlife, water fowl, fish, and logs dominate the area. This leads to various recreational activities. Noise and air quality will decrease slightly during construction but the effects will not be permanent. There are probably 30,000 to 50,000 head of cattle based on ranches in the valley

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

No anticipated change in traffic flow.

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

No changes anticipated.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

No expected adverse effect.

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

No expected adverse effect.
A cultural resource survey may be reuqired.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Possible small amount of water pollution during construction.
All precautions to be taken to eliminate problems.

7. Potential for Controversial Issues:

See above. None foreseen.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

NA

b. Noise Standards

Slight realignment of the structure will not result in significant changes in ambient noise levels to any sensitive receptors. This constitutes the FHPM 7-7-3 noise study report.

c. Water Quality Standards

NA

d. Area Land Use and Transportation Plans, and Zoning

No permanent problems concerning the above items will be generated by this project.

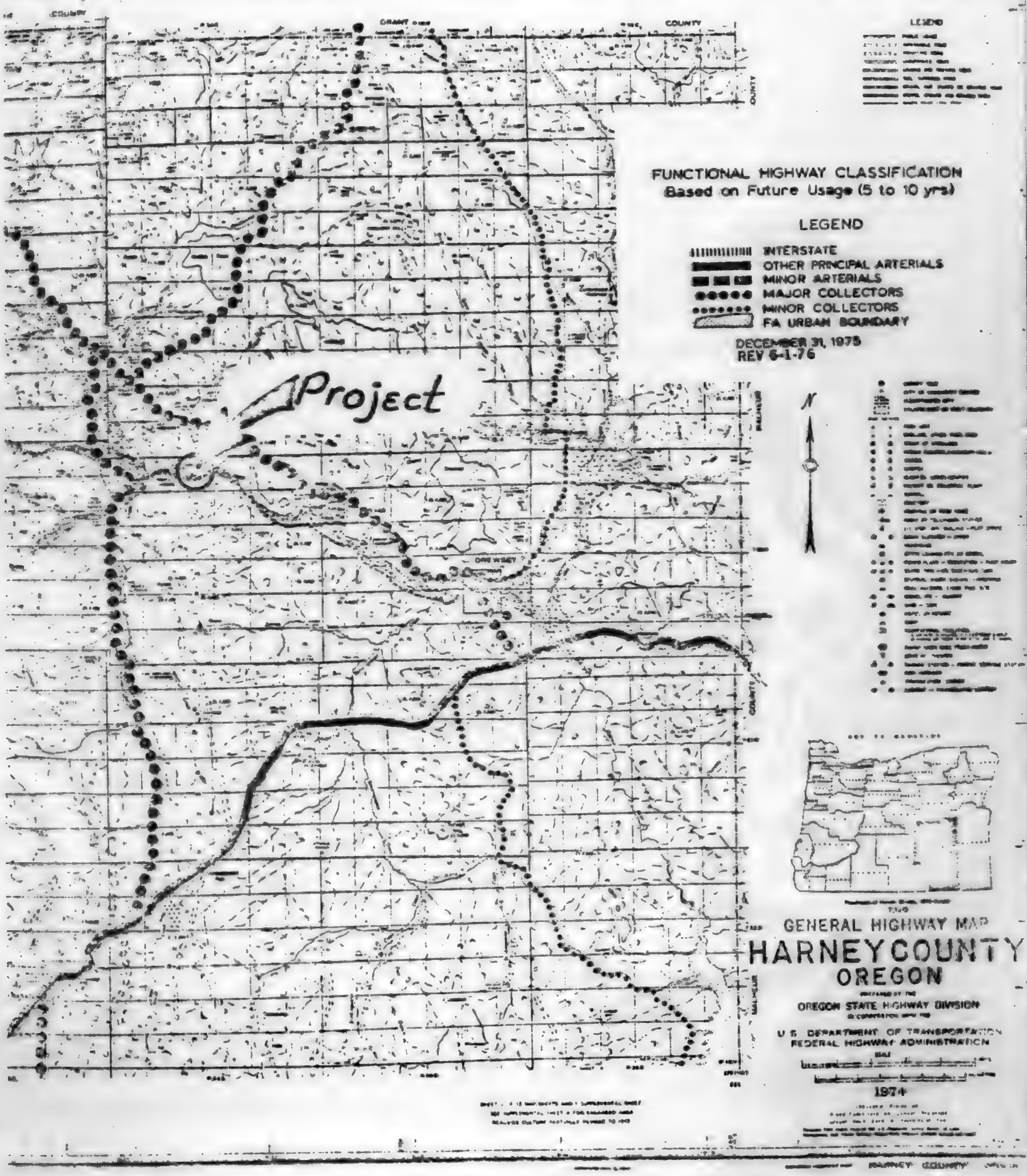
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


Project
N
FUNCTIONAL HIGHWAY CLASSIFICATION
Based on Future Usage (5 to 10 yrs)
LEGEND
INTERSTATE
OTHER PRINCIPAL ARTERIALS
MINOR ARTERIALS
MAJOR COLLECTORS
MINOR COLLECTORS
FA URBAN BOUNDARY
DECEMBER 31, 1975
REV 6-1-76
GENERAL HIGHWAY MAP
HARNEY COUNTY
OREGON
OREGON STATE HIGHWAY DIVISION
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
1974

8841

February 23, 1978

Harney County Court
Courthouse
Burns, OR 97720

Attention: Aval Dias
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6419

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Malheur River (Clark Lane) Bridge in Harney County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8841

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainer - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

FISCAL YEAR 1978 SOS-R ALLOCATION
DECEMBER 1977

Oregon's Fiscal Year 1978 SOS-R Apportionment $3,652,374

Allocation to Urbanized Areas, Cities Under 50,000 Population, and Counties, Road Districts and Indian Reservations, is based on Percentage of Off-System Road Mileage.

GROUP I -- URBANIZED AREAS		
14% of Total Off-System Road Mileage		$ 511,332
SALEM	14%	71,587
EUGENE	19%	97,153
PORTLAND	67%	342,592
GROUP II -- CITIES UNDER 50,000 POPULATION		
14% of Total Off-System Road Mileage		$ 511,332
GROUP III -- COUNTIES, ROAD DISTRICTS & INDIAN RESERVATIONS		
72% of Total Off-System Road Mileage		$2,629,710

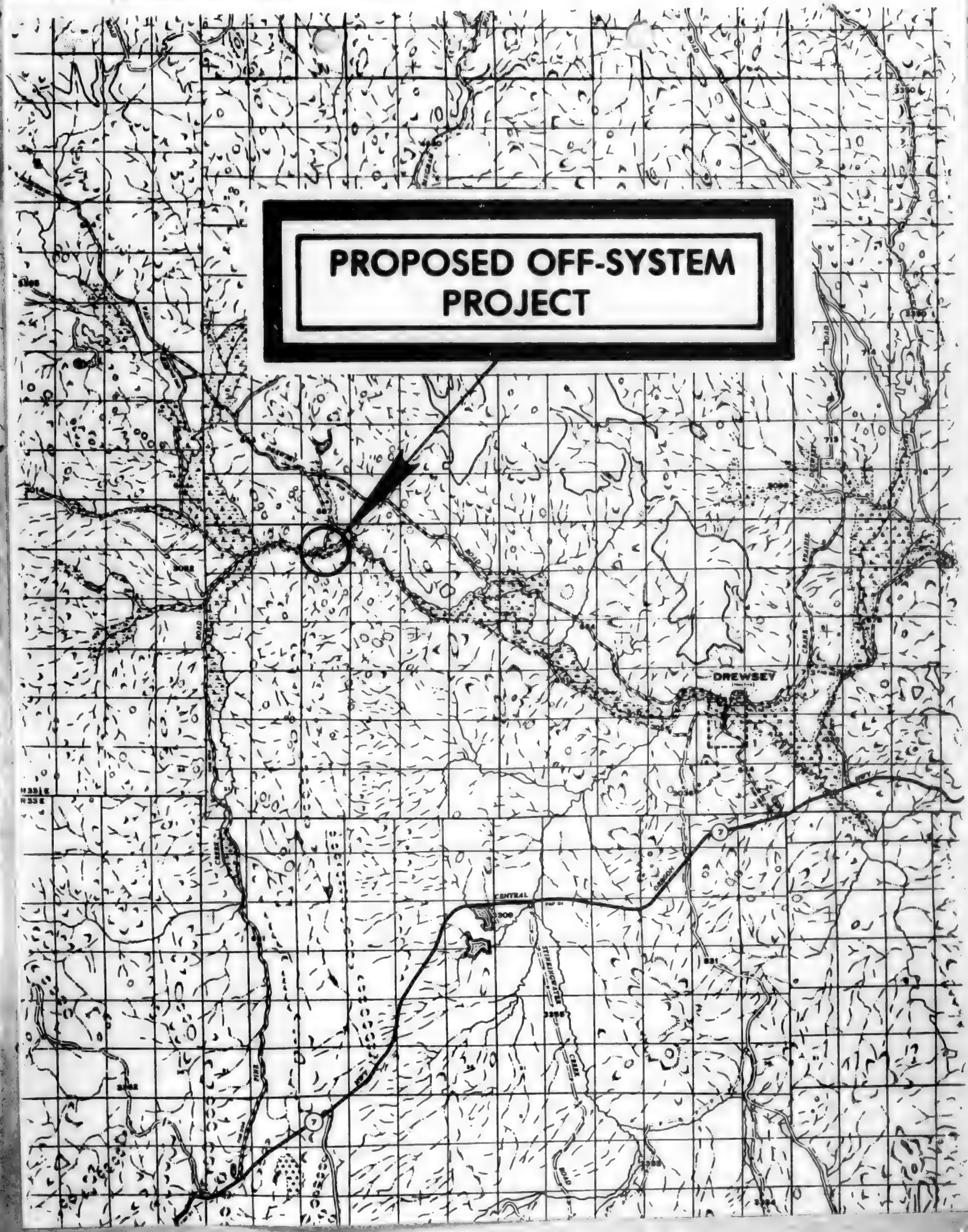
HARNEY COUNTY
Proposed SOS-R Project

Malheur River (Clark Lane) Bridge
Structure
$103,000

This project consists of replacing a substandard bridge across the Malheur River with a structure of modern design. County will construct approaches at their sole expense.

State will perform the preliminary and construction engineering. Bridge design will be provided at the sole cost of State.

77-b
12/1/77


PROPOSED OFF-SYSTEM
PROJECT
DREWSEY
CENTRAL
STURGEON CREEK
ROAD
CREEK
PRAIRIE
FORK
RIVER

28-11

SOS
Harney County

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

May 20, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Hon. Dale White
County Judge
Harney County Courthouse
Burns, Oregon 97720

Dear Judge White:

RE: Safer Off-System Roads Program, Malheur River (Clark Lane) Br. Section

As you know, the 1976 Highway Act provided enabling legislation for the Safer Off-System Roads (SOSR) Program for 1977 and 1978, but did not apportion any funds. I have received word that Congress is in the process of apportioning funds for SOSR, but only Fiscal Year 1977 is being considered at this time.

With the receipt of less than anticipated funds, your project is now listed under Fiscal Year 1978. Strict adherance to the first come, first served method of receiving projects has been observed. When the funds become available, I will notify you.

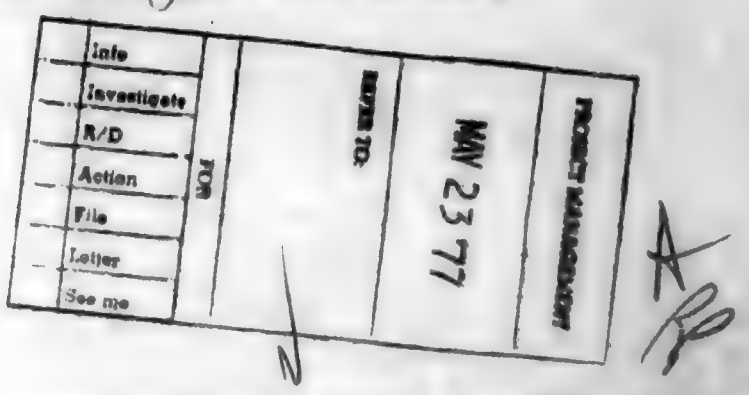
As I indicated to Joe Miles, the Silvies River (Standcliffe) Bridge will be funded under funds for Fiscal Year 1977.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc George Hopkins
Barry Hatcher
Verne Allen
Vern Moore
Harlin Gerlach



Form 61-784-3123

88411

Harney Co.

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz
Regional Engineer

P. O. Box 850 .... La Grande, Oregon 97850 .... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 15, 1976

The Hon. Dale White
Harney County Judge
Courthouse
Burns, Oregon 97720

Dear Judge White:

RE: Proposed Off-System Projects: Silvies River (Standcliffe) Bridge
Malheur River (Clark Lane) Bridge

As you know, Congress has continued the Safer Off-System Road Program in the 1976 Highway Act; however, an appropriation bill funding the program was not acted upon prior to their recent adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

Your request for the Highway Division to perform the necessary engineering on your project has been approved; however, no work may be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

R C Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc Vern Cusack
R. H. Prange
Barry Hatcher

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOP. ☑ DE ☐ AE ☐ BE
☑ RPE ☐ CE ☐ RE ☐ RPE ☐

Form 81-734-3123

8841

19

Form E-30 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Malheur River (Clark) Bridge Date September 29, 19 76

Highway Rd. 651 OS-1300(2) Authorization No. 1

County Harney County Survey Prefix 213-1995
(Assigned by Salem office)

Description of termini, route, length, etc.:

From M. P. $2\frac{1}{-}$ ± to M. P. $2\frac{3}{-}$ ± on County Road 651, Clark Lane.

Purpose of survey:

To prepare vicinity map and obtain foundation data for replacement bridge. (Bridge design to be furnished by State at no cost to County under provisions of ORS 369.210.)

OS-1300(2)
3-24-76

Estimate of cost:

Field	901	3,000
Plans	905	500
Specifications	921	500
Foundation Expl.	926	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 6,500

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requested made by:

L. C. Long
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

Tech. Serv. Engr.

SP*23604-734

8241

FEDERAL AID PROJECT REQUEST

Date September 21, 1976

Applicant Agency Harney County Road Department

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name Clark Lane

Project Name Malheur River (Clark Lane) Bridge

Project Length 66 Feet Project Location (Attach sketch map)

Project Description Replace substandard structure over Malheur River to accommodate modern day traffic.

Average Daily Traffic 50-250 Estimated Design Speed 50 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders none

Medians none Parking none

Sidewalks none

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2 (10') Shoulders 2 (4')

Medians none Parking none

Curbed none Length Curb Radii none

Sidewalk/Bikeway none

Remarks Roadbed widening to be done by County Forces as non-participating item.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum 60 Maximum 80

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

RECEIVED
COUNTY & CITY SECTION
SEP 20 1976
ENGR. COOR. OE AE UE
UPE SE RE RPE

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None anticipated.

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: Truss Bridge B1

Location Near center Section 4, T 20 S., R 34 E. W.M.

Type Wooden

Approach Roadway Width 16' Shoulder Width -0-

Length 66' Width 16'

To remain in place? No.

2. Proposed Structure:

Location Near center Section 4, T 20 S., R 34 E. W.M.
Middle Fork of Malheur River

Approximate Size: Length 66' Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes. Pacific Northwest Bell Telephone.

Are provisions for illumination desired? No.

Are there any unusual or complicating conditions? No.

Remarks Request design of structure under O. R. S. 369-210 at no cost to the County.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad NA

Existing Crossing Protection NA

2. Will existing railroad crossing be altered? NA

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Harney County Court Office
2. Environmental — Harney County Roadmaster Office
3. Public Hearing — NA Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Will construct widened road section as per attached typical road section.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ -0-
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	92,650.
Railroad	-0-
Other_____	-0-
Preliminary engineering	10,000.
PROJECT TOTAL	$ 102,650.

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Harney COUNTY

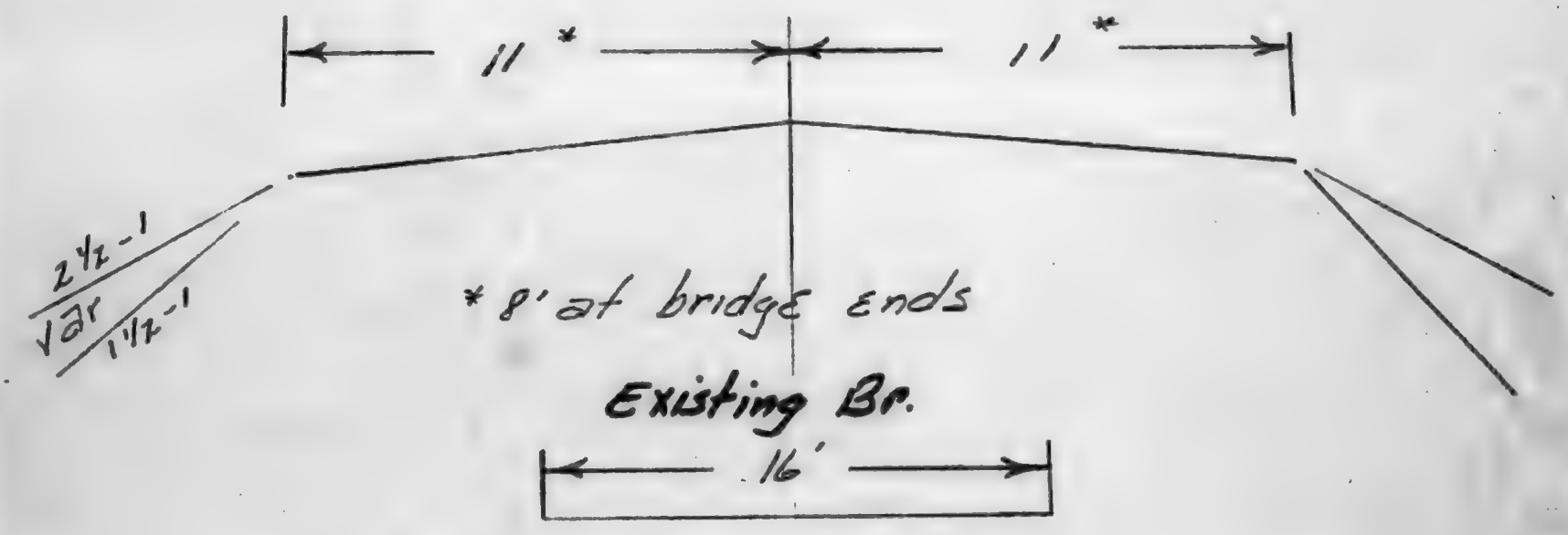
By _____ By Dale White, County Judge

By _____ By Joseph A. Miller, Postmaster

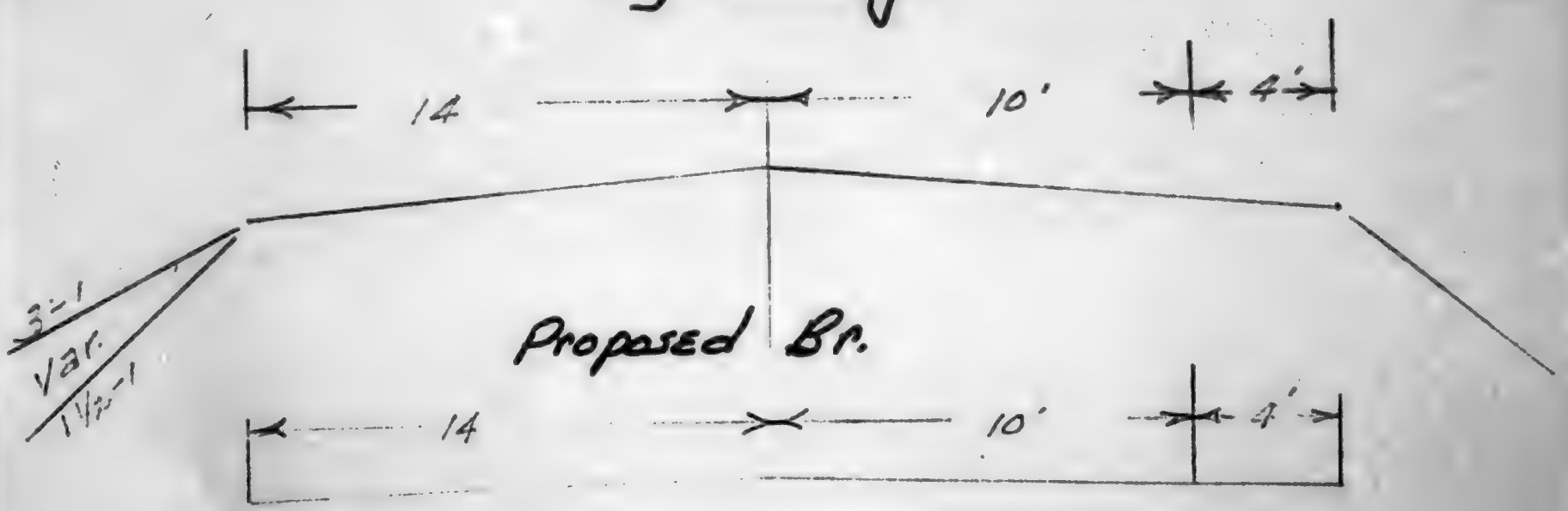
By _____

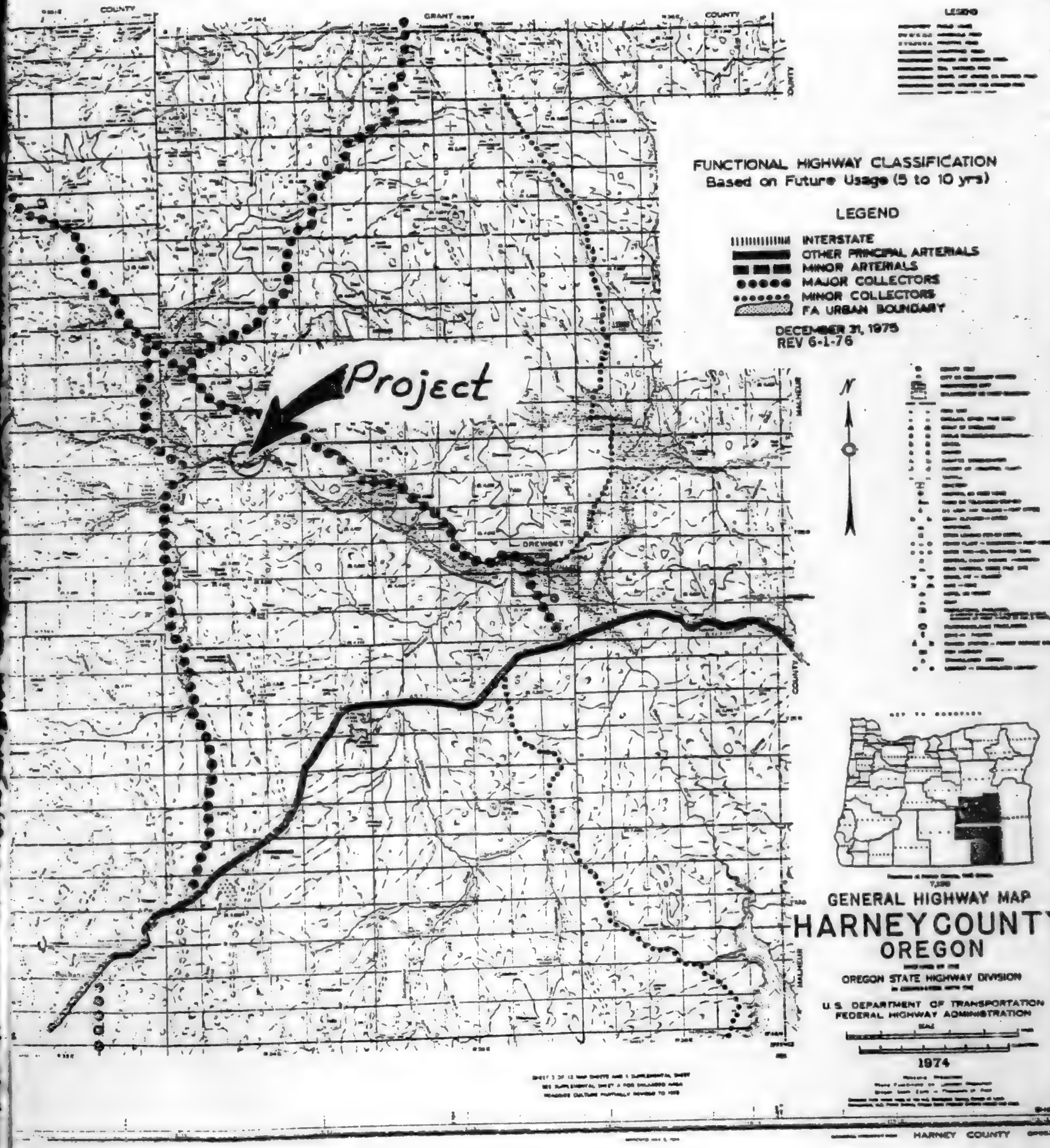
(1976)

Existing Typical Section



Proposed Typical Section
(By County)





FUNCTIONAL HIGHWAY CLASSIFICATION
Based on Future Usage (5 to 10 yrs)

LEGEND

INTERSTATE
OTHER PRINCIPAL ARTERIALS
MINOR ARTERIALS
MAJOR COLLECTORS
MINOR COLLECTORS
FA URBAN BOUNDARY

DECEMBER 31, 1975
REV 6-1-76

N

GENERAL HIGHWAY MAP
HARNEY COUNTY
OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1974

HARNEY COUNTY

.1978 Neal Creek Br. Sec. on 8842
.Dethman Ridge Rd. 4 mi. S of
.Hood River.(grad.,pav. & struc.)

CXA 6181

1-29-77
2-1-78

PE

R/W AD 413 - $1050

Const AD 531 $43,300
CC 1943

Rte 12

called Tony Klein - Pub Wks Dir.
Road to remain open during
construction

8842

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-22-81	CC 81-48	

CREDIT DISTRIBUTION

514-2509-297
514-1086-297

BILL TO: Code:

Hood River Board of Commissioners

Courthouse

Hood River, Oregon 97031

Attn: Mr. Anthony Klein-Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Neal Creek (Dethman Ridge Road) Bridge Section. This is an FAS-C Project # RS-B428(1)			
County Advance Deposit			$43,300.00
County Share of Costs			42,705.40
REFUND DUE COUNTY			$ 594.60
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount	$ 43,300.00
Advance Deposit Previously Transferred to Highway Fund	$ 33,300.00
Balance	$ 10,000.00
Transfer to Highway Fund	$ 9,405.40
Refund Due	$ 594.60
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1943

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan

SP°35736-'3-

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-22-81

COUNTY HOOD RIVER **Contract No.** 8842 **Date Completed** Nov. 17, 1979

PROJECT # RS-B428(1) **Section** Neal Creek (Dethman Ridge Road) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
R/W:		
Purchase Costs	(Federal Participation)	$ 4,040.00
Acquisition Expenses		4,737.43
TOTAL		$ 8,777.43
Acquisition Expenses	(Non Participation)	$ 265.40
Federal Funds Collected for R/W	$7,531.03	
Construction:		
Payment to Contractor	(Federal Participation)	$517,338.38
FO # 1 State Striping		322.49
FO # 2 Hood River Electric		1,102.04
Engineering		61,434.05
Liquidated Damages		- 739.50
Audit		200.42
E.E.O. Monitoring		223.55
TOTAL		$579,881.43
Payment to Contractor	(Non Participation)	$ 200.00
Engineering		911.44
Liquidated Damages		- 10.50
TOTAL		$ 1,100.94
Total Construction Cost	$580,982.37	
Federal Funds Collected for Const.	497,538.27	

County's Share of project costs are:
1/2 ($8,777.43 - $7,531.03 + $579,881.43 - $497,538.27 + $911.44)
+ $265.40 + $189.50 = $42,705.40

County Advance Deposit	$43,300.00
County Share of Costs	42,705.40
REFUND DUE COUNTY	$ 594.60

Reference: Billing Form CC 81-48

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Neal Creek Br. (Deathman Ridge Rd.) County Road, Hood River County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 28,082.11	State
	Type Code ROW					
	Rights of Way					
	State	All Required			4,040.00	
	Acquisition Expense					
	State	All Required			4,737.43	
	Construction					
	Type Code 6201					
	Roadway (Sta. 1+50 To Sta. 12+50)					
	Final Contract Payment Summary	Lump Sum			100,646.48	
	Work by Hood River Electric Co. SFO #2	All Required			1,102.04	
SFO	#1 Permanent and Temporary Striping (State)	All Required			322.49	
	Total Participating Type Code 6201				$102,071.01	
	Type Code X081					
	Structure Br. #15455 (Sta. 5+7061 To Sta. 8+60.61)					
	Final Contract Payment Summary	Lump Sum			416,691.90	
	Total Participating Construction				$518,762.91	
	Construction Engineering					
	State	All Required			61,434.05	
	Liquidated Damages	Lump Sum			(739.50)	
	Total Participating Construction Engineering				$ 60,694.55	
	Misc. Project Expense					
	Audit Expense	All Required			200.42	
	EEO Monitoring Expense	All Required			223.55	
	Total Misc. Project Cost				$ 423.97	
	Type Code 6201 $ 83.52					
	Type Code X081 340.45					
	Total Participating Project Cost				$ 616,740.97	
	Nonparticipating Items					
	Acquisition Expense	All Required			$ 265.40	
	Preliminary Engineering	All Required			89.77	State
	Final Contract Payment summary	Lump Sum			200.00	
	Construction Engineering	All Required			846.28	
	Liquidated Damages	Lump Sum			(10.50)	
	Total Nonparticipating				$ 1,390.95	
	Total Project Cost				$618,131.92	

Less P.E. 589,960.04

Participating Costs are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Rights of Way Engineer.

Prepared based on Participating Costs as shown on Federal billing as of 6/30/81.

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address CApitol Bldg. Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-8428(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 9-30-77 To: 12-9-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$618,131.92	$616,740.97	85.80%	$529,163.75	$529,163.75	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	8/6/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

		513	1904	918	00	P	1		138.88
		513	1904	920	00	P	1		15.30
				TOT	P1			1,689.78	1,843.11
				TOT	N1			6.45	6.45
				** JOB TOTALS **				1,696.23 **	1,849.56 **

NEAL CK BR (ENGLISH CORNER) CONT NO * FA PROJ NOS RS 428001 100

514	1990	296	00	N	9	
514	1990	298	00	N	9	
514	1990	901	00	P	1	
514	1990	901	00	N	1	
514	1990	902	00	P	1	
514	1990	905	00	P	1	

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE
	514	1990	906	00	P 1	12.70CR	12.70CR
	514	1990	909	00	P 1		
	514	1990	910	00	P 1		
	514	1990	913	00	P 1		
	514	1990	914	00	P 1		
	514	1990	918	00	P 1		
	514	1990	920	00	P 1		
	514	1990	921	00	P 1	54.36CR	54.36CR
	514	1990	922	00	P 1	3.24CR	3.24CR
	514	1990	923	00	P 1		
	514	1990	926	00	P 1		
	514	1990	950	00	P 1		
			TOT	P1		70.30CR	70.30CR
			TOT	N1			
			** JOB TOTALS **			70.30CR**	70.30CR**

MAIN ST-ROGUE RIVER NCL CONT NO * FA PROJ NOS RS 368001 100

515	1967	296	00	N	9	2,589.69CR	11,257.41CR
515	1967	297	00	N	9	2,457.41	2,457.41
515	1967	298	00	N	9	132.28	8,800.00
515	1967	901	00	P	1	397.27	1,678.31
515	1967	901	00	N	1		
515	1967	906	00	P	1	13.50	2,251.06
515	1967	907	00	P	1		390.48
515	1967	909	00	P	1		40.04
515	1967	910	00	P	1		
515	1967	910	00	N	1		
515	1967	911	00	P	1		808.26
515	1967	913	00	P	1		324.23
515	1967	914	00	P	1		694.13
515	1967	920	00	P	1		14.94
515	1967	921	00	P	1	415.42	2,094.93

1904	918	00 P 1			15.30		15.30		
1904	920	00 P 1			1,843.11		1,843.11		
	TOT	P1	1,689.78		1,843.11		1,843.11		
	TOT	N1	6.45		6.45		6.45		
	** JOB TOTALS **		1,696.23	**	1,849.56	**	1,849.56	**	

* FA PROJ NOS RS 428001 100 STATE

1990	296	00 N 9			24,154.77CR	
1990	298	00 N 9			24,154.77	
1990	901	00 P 1			9,134.23	
1990	901	00 N 1			89.77	
1990	902	00 P 1			75.60	
1990	905	00 P 1			2,566.14	

PE is State costs

JUNE 1981 PAGE 894

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
1990	906	00 P 1	12.70CR	12.70CR	5,718.45	
1990	909	00 P 1			1,083.87	
1990	910	00 P 1			325.33	
1990	913	00 P 1			25.12	
1990	914	00 P 1			296.94	
1990	918	00 P 1			1,154.34	
1990	920	00 P 1			117.75	
1990	921	00 P 1	54.36CR	54.36CR	1,208.72	
1990	922	00 P 1	3.24CR	3.24CR	84.63	
1990	923	00 P 1			63.00	
1990	926	00 P 1			5,576.09	
1990	950	00 P 1			651.90	
	TOT	P1	70.30CR	70.30CR	28,082.11	
	TOT	N1			89.77	
	** JOB TOTALS **		70.30CR**	70.30CR**	28,171.88	**

* FA PROJ NOS RS 368001 100 STATE

1967	296	00 N 9	2,589.69CR	11,257.41CR	36,777.41CR	
1967	297	00 N 9	2,457.41	2,457.41	2,457.41	
1967	298	00 N 9	132.28	8,800.00	34,320.00	
1967	901	00 P 1	397.27	1,678.31	19,106.47	
1967	901	00 N 1			69.75	
1967	905	00 P 1	13.50	2,251.06	5,892.74	
1967	907	00 P 1			324.25	
1967	909	00 P 1		390.48	4,749.03	
1967	910	00 P 1		40.04	873.78	
1967	910	00 N 1			11.27	
1967	911	00 P 1		808.26	1,272.39	
1967	913	00 P 1		324.23	1,903.08	
1967	914	00 P 1		694.13	694.13	
1967	920	00 P 1		14.94	28.34	
1967	921	00 P 1	415.42	2,094.93	2,094.93	

	508	2505	930	00 P 1		109.14		5,596
			TOT	P1		158.59		5,596
			** JOB TOTALS **			158.59	**	5,596

NEAL CK. ENGLISH CORNR BR — CONT NO — FA PROJ NOS RS 428001 100

514	2509	296	00 N	9
514	2509	298	00 N	9
514	2509	401	00 P	1
514	2509	403	00 P	1
514	2509	407	00 P	1

TOTAL TO DATE JOB COST SUMMARY — JUNE — FISC

DESCRIPTION OF JOB OR DEPARTMENT

PREFIX		FUNCTION	GR	CURRENT MONTH	YEAR TO
514	2509	408	00 P 1		
514	2509	409	00 P 1		
514	2509	411	00 P 1		
514	2509	412	00 P 1		
514	2509	412	00 N 1		
514	2509	414	00 P 1		
514	2509	419	00 P 1		
514	2509	920	00 P 1		
514	2509	930	00 P 1		
		TOT	P1		
		TOT	N1		
		** JOB TOTALS **			**

0016490000063081 CONT NO — FA PROJ NOS RS 510703 100

515	2516	296	00 N	1
515	2516	296	00 N	9
515	2516	297	00 N	1
515	2516	297	00 N	9
515	2516	298	00 N	9
515	2516	401	00 P	1
515	2516	401	00 N	1
515	2516	403	00 P	1
515	2516	404	00 P	1
515	2516	405	00 P	1
515	2516	407	00 P	1
515	2516	408	00 P	1
515	2516	409	00 P	1
515	2516	412	00 P	1
515	2516	413	00 P	1
515	2516	413	00 N	1
515	2516	414	00 P	1
515	2516	420	00 P	1
515	2516	426	00 P	1
515	2516	426	00 N	1
515	2516	920	00 P	1

	508	2505	930	00 P 1	109.14		5,596.72		5,596.72
			TOT	P1	158.59		5,596.72		5,596.72
			** JOB TOTALS **		158.59	**	5,596.72	**	5,596.72 **

CONT NO FA PROJ NOS RS 428001 100 STATE

514	2509	296	00 N 9	25.12CR	7,531.03CR
514	2509	298	00 N 9	25.12	7,531.03
514	2509	401	00 P 1		2,960.00
514	2509	403	00 P 1		860.00
514	2509	407	00 P 1		2,054.96

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
514	2509	408	00 P 1			220.00
514	2509	409	00 P 1			62.04
514	2509	411	00 P 1			52.56
514	2509	412	00 P 1			148.60
514	2509	412	00 N 1			265.40
514	2509	414	00 P 1			1,954.85
514	2509	419	00 P 1			10.00CR
514	2509	920	00 P 1		29.28	57.42
514	2509	930	00 P 1			417.00
		TOT	P1		29.28	8,777.43
		TOT	N1			265.40
		** JOB TOTALS **		**	29.28 **	9,042.83 **

CONT NO FA PROJ NOS RS 510703 100 STATE

515	2516	296	00 N 1	8,843.61CR	8,843.61CR
515	2516	296	00 N 9	3,267.91CR	205,256.66CR
515	2516	297	00 N 1	8,843.61	8,843.61
515	2516	297	00 N 9	3,000.00	13,700.00
515	2516	298	00 N 9	267.91	191,556.66
515	2516	401	00 P 1		149,040.00
515	2516	401	00 N 1		4,185.00
515	2516	403	00 P 1		15,865.00
515	2516	404	00 P 1		90.00
515	2516	405	00 P 1		32,505.00
515	2516	407	00 P 1		11,261.94
515	2516	408	00 P 1		1,220.00
515	2516	409	00 P 1		726.10
515	2516	412	00 P 1		1,735.32
515	2516	413	00 P 1		226.18
515	2516	413	00 N 1		16.68
515	2516	414	00 P 1		8,467.56
515	2516	420	00 P 1		32.22
515	2516	426	00 P 1		1,015.89
515	2516	426	00 N 1		2,490.50
515	2516	920	00 P 1	186.55	190.30

TOTAL TO DATE JOB COST SUMMARY

JULY 1981

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE
	512	1055	900	01	P 1		
	512	1055	920	00	P 1		
	512	1055	921	00	P 1		
	512	1055	928	00	N 1		
	512	1055	945	00	P 1		
	512	1055	985	00	P 1		
			TOT	P1			
			TOT	N1			
			** JOB TOTALS **			**	**
NEAL CRK BRDG DETHMAN	CONT NO 8842 * FA PROJ NOS RS 428001 100						
	514	1086	201	00	P 1		
	514	1086	201	00	N 1		
	514	1086	203	00	P 1		
	514	1086	203	00	N 1		
	514	1086	270	01	P 1		
	514	1086	285	02	P 1		
	514	1086	296	00	N 9	69.33CR	69.33CR
	514	1086	297	00	N 9		
	514	1086	298	00	N 9	69.33	69.33
	514	1086	900	00	P 1		
	514	1086	900	00	N 1 *		
	514	1086	915	00	P 1		
	514	1086	920	00	P 1		
	514	1086	945	00	P 1		
	514	1086	948	00	P 1		
	514	1086	948	00	N 1 *	38.79	38.79
	514	1086	950	00	P 1		
	514	1086	950	00	N 1 *		
	514	1086	985	00	P 1		
			TOT	P1			
			TOT	N1		38.79	38.79
			** JOB TOTALS **			38.79 **	38.79 **
TC XING-AGATE RD(WHT CTY)	CONT NO		FA PROJ NOS RRS 361001 100				
	515	1023	205	01	P 1		
	515	1023	270	01	P 1		
	515	1023	296	00	N 9	12,770.50CR	12,770.50CR
	515	1023	298	00	N 9	12,770.50	12,770.50
	515	1023	920	00	P 1		
	515	1023	948	00	P 1	9.04	9.04
			TOT	P1		9.04	9.04
			** JOB TOTALS **			9.04 **	9.04 **
NCL-MAIN ST(ROGUE RIVER)	CONT NO 9303		FA PROJ NOS RS 368003 89				
	515	1025	296	00	N 9	2,031.81CR	2,031.81CR

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
512	1055	900	01 P 1			33.11	79	80
512	1055	920	00 P 1			[illegible]	[illegible]	[illegible]
512	1055	921	00 P 1			15.5[illegible]	80	80
512	1055	928	00 N 1			11.70	81	81
512	1055	945	00 P 1			27.84	79	80
512	1055	985	00 P 1			367,178.87		
		TOT	P1			206.09		
		TOT	N1					
		** JOB TOTALS **		**	**	367,384.96 **		

CONT NO 8842 * FA PROJ NOS RS 428001 100 STATE

514	1086	201	00 P 1			517,338.38	79	80
514	1086	201	00 N 1			200.00	79	80
514	1086	203	00 P 1			739.50CR	79	81
514	1086	203	00 N 1			10.50CR	81	81
514	1086	270	01 P 1			322.49	80	80
514	1086	285	02 P 1			1,102.04	80	80
514	1086	296	00 N 9	69.33CR	69.33CR	530,838.27CR	79	81
514	1086	297	00 N 9			33,300.00	79	79
514	1086	298	00 N 9	69.33	69.33	497,538.27	79	81
514	1086	900	00 P 1			60,155.30	79	81
514	1086	900	00 N 1 *			777.68 *	78	80
514	1086	915	00 P 1			200.42	80	80
514	1086	920	00 P 1			97.32	79	79
514	1086	945	00 P 1			11.70	81	81
514	1086	948	00 P 1			70.30	81	81
514	1086	948	00 N 1 *	38.79	38.79	65.16 *	81	81
514	1086	950	00 P 1			1,099.43	79	80
514	1086	950	00 N 1 *			68.60 *	80	80
514	1086	985	00 P 1			223.55	79	79
		TOT	P1			579,881.43		
		TOT	N1	38.79	38.79	1,100.94		
		** JOB TOTALS **		38.79 **	38.79 **	580,982.37 **		

CONT NO FA PROJ NOS RS 361001 100 STATE

515	1023	205	01 P 1			1,575.60CR	81	81
515	1023	270	01 P 1			15,756.00	81	81
515	1023	296	00 N 9	12,770.50CR	12,770.50CR	12,800.74CR	81	81
515	1023	298	00 N 9	12,770.50	12,770.50	12,800.74	81	81
515	1023	920	00 P 1			33.60	81	81
515	1023	948	00 P 1	9.04	9.04	9.04	81	81
		TOT	P1	9.04	9.04	14,223.04		
		** JOB TOTALS **		9.04 **	9.04 **	14,223.04 **		

CONT NO 9303 FA PROJ NOS RS 368003 89 RS 368003 11 STATE

515	1025	296	00 N 9	2,031.81CR	2,031.81CR	4,829.76CR	81	81

TOTAL TO DATE JOB COST SUMMARY — JULY 1981

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
	512	1055	900	01 P 1		
	512	1055	920	00 P 1		
	512	1055	921	00 P 1		
	512	1055	928	00 N 1		
	512	1055	945	00 P 1		
	512	1055	985	00 P 1		
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **		**	
NEAL CRK BRDG DETHMAN	CONT NO 8842 * FA PROJ NOS RS 428001 100					
	514	1086	201	00 P 1		
	514	1086	201	00 N 1		
	514	1086	203	00 P 1		
	514	1086	203	00 N 1		
	514	1086	270	01 P 1		
	514	1086	285	02 P 1		
	514	1086	296	00 N 9	69.33CR	69.33
	514	1086	297	00 N 9		
	514	1086	298	00 N 9	69.33	69.33
	514	1086	900	00 P 1		
	514	1086	900	00 N 1		
	514	1086	915	00 P 1		
	514	1086	920	00 P 1		
	514	1086	945	00 P 1		
	514	1086	948	00 P 1		
	514	1086	948	00 N 1	38.79	38.79
	514	1086	950	00 P 1		
	514	1086	950	00 N 1		
	514	1086	985	00 P 1		
			TOT	P1		
			TOT	N1	38.79	38.79
			** JOB TOTALS **		38.79 **	38.79
SPTC XING-AGATE RD(WHT CTY)	CONT NO		FA PROJ NOS RRS 361001 100			
	515	1023	205	01 P 1		
	515	1023	270	01 P 1		
	515	1023	296	00 N 9	12,770.50CR	12,770.50
	515	1023	298	00 N 9	12,770.50	12,770.50
	515	1023	920	00 P 1		
	515	1023	948	00 P 1	9.04	9.04
			TOT	P1	9.04	9.04
			** JOB TOTALS **		9.04 **	9.04
NCL-MAIN ST(ROGUE RIVER)	CONT NO 9303		FA PROJ NOS RS 368003 89			
	515	1025	296	00 N 9	2,031.81CR	2,031.81

7-81

4488

PREFIX		FUNCTION	GR	CURRENT MONTH	YEAR TO DATE	GRAND TOTAL TO DATE	BEG	END
512	1055	900	01 P 1			33.11	79	80
512	1055	920	00 P 1			93.81	79	80
512	1055	921	00 P 1			170.39	79	79
512	1055	928	00 N 1			15.52	80	80
512	1055	945	00 P 1			11.70	81	81
512	1055	985	00 P 1			27.84	79	80
		TOT	P1			367,178.87		
		TOT	N1			206.09		
		** JOB TOTALS **		**	**	367,384.96 **		

NT NO 8842 * FA PROJ NOS RS 428001 100 STATE

514	1086	201	00 P 1			517,338.38	79	80
514	1086	201	00 N 1			200.00	79	80
514	1086	203	00 P 1			739.50CR	79	81
514	1086	203	00 N 1			10.50CR	81	81
514	1086	270	01 P 1			322.49	80	80
514	1086	285	02 P 1			1,102.04	80	80
514	1086	296	00 N 9	69.33CR	69.33CR	530,838.27CR	79	81
514	1086	297	00 N 9			33,300.00	79	79
514	1086	298	00 N 9	69.33	69.33	497,538.27	79	81
514	1086	900	00 P 1			60,155.30	79	81
514	1086	900	00 N 1			777.68	78	80
514	1086	915	00 P 1			200.42	80	80
514	1086	920	00 P 1			97.32	79	79
514	1086	945	00 P 1			11.70	81	81
514	1086	948	00 N 1	38.79	38.79	70.30	81	81
514	1086	948	00 P 1			65.16	81	81
514	1086	950	00 N 1			1,099.43	79	80
514	1086	985	00 P 1			68.60	80	80
		TOT	P1			223.55	79	79
		TOT	N1	38.79	38.79	579,881.43		
		** JOB TOTALS **		38.79 **	38.79 **	1,100.94		
						580,982.37 **		

NT NO FA PROJ NOS RRS 361001 100 STATE

515	1023	205	01 P 1			1,575.60CR	81	81
515	1023	270	01 P 1			15,756.80	81	81
515	1023	296	00 N 9	12,770.50CR	12,770.50CR	12,800.74CR	81	81
515	1023	298	00 N 9	12,770.50	12,770.50	12,800.74	81	81
515	1023	920	00 P 1			33.60	81	81
515	1023	948	00 P 1	9.04	9.04	9.04	81	81
		TOT	P1	9.04	9.04	14,223.04		
		** JOB TOTALS **		9.04 **	9.04 **	14,223.04 **		

NT NO 9303 FA PROJ NOS RS 368003 89 RS 368003 11 STATE

515	1025	296	00 N 9	2,031.81CR	2,031.81CR	4,829.76CR	81	81

#8842

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

8842

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-B428(1)	Hood River	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work done under this contract, besides additional and incidental, involved (1) construction of roadbed grading, aggregate base, and asphalt concrete pavement, and (2) construction of Bridge No. 15455A over Neal Creek. The bridge is 290 feet long, and has a roadway width of 32 feet.

Work was completed November 17, 1979 on the Neal Creek Bridge Section of Dethman Ridge Road approximately 4 miles south of Hood River.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Holst Construction Company	$ 539,067.50

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* T Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR DEC 17'80 REFER TO FOR File Act Sign D/R R/P Invest Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 42 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.153	32.25	X081	0.055

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	12-5-79

12. IN COMPANY WITH
Unaccompanied. Discussed with N. Krehbiel, Resident Engineer, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner	
14. TITLE Area Engineer	15. DATE 12-9-80	17. TITLE Field Operations Engineer	18. DATE 12-9-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8842 Hood R Co

ROAD DESIGN SECTION DES 16-1

Norman Krehbiel
Resident Engineer

August 21, 1980

Fred Eriksen
Design Engineer Supervisor

Neal Creek Bridge Section
Dethman Ridge Road
Hood River County

Your as-constructed narrative report was quite interesting.

It was fortunate the final grading and paving work occurred after the fruit harvest traffic so you were able to close the road during working hours. This must have made the contractor's work considerably easier.

I also noticed the rather large (31%) underrun in the embankment-in-place quantities, attributed to an error in the location data.

FE:ja

#8842

July 29, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
Contract #8842

Gentlemen:

Contract No. 8842 awarded to Holst Construction Co. for work on the Neal Creek Bridge on FAS 2428 in Hood River County was completed on July 17, 1980, and accepted by the State Highway Division on July 24, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 4, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dmm

cc: Holst Construction Co.
76700 High Prairie Road
Oakridge, OR 97463

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8842

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: July 24, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of July 24, 1980.

Contract	8842	On Site Work Substantially Completed	November 17, 1979
All Work Completed	July 17, 1980		
Project	Neal Creek Bridge		
Highway	FAS B428 (Dethman Ridge Road)		
County	Hood River		
Type of Work	Grading, Paving & Structure		
Contractor	Holst Construction Co.		

RDC:mk

cc: H. S. Coulter
Walt Hart
R. D. Church

Surety Notified
7-29-80

#8842

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8842

January 31, 1980

Holst Construction Company
Post Office Box 1048
Oakridge, OR 97463

Gentlemen:

Re: Time Extension Request
Neal Creek Bridge
FAP No. RS-B428(1)
Contract No. 8842

Your request for an extension of contract time has been carefully reviewed. A contract time extension of 19 calendar days is hereby granted due to extra work and due to time charged after substantial completion of the project. There remains five calendar days of liquidated damages charged on this contract.

Should you wish to present additional data or a more detailed review of this matter, please contact Resident Engineer Krehbiel.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter (w/att.)
Dale Allen
Norm Krehbiel
FHWA "
Robert Church

RECEIVED
STATE HWY ENGR
FEB 1'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File ✓

Noted
H. S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#6642

STATE OF OREGON

INTER OFFICE MEMO

TO: C. T. Keasey
Construction Engineer

DATE: January 23, 1980

FROM: Robert C. Pool
Region Construction Engineer

SUBJECT: Neal Creek Bridge, Contract No. 8842
Increase in Number of Workdays to Complete Construction Contract

Holst Construction Company has requested an increase of 26 calendar days to complete this project. The request is based on extra work, utility delays, and the fact that the new bridge was open to traffic while the old bridge was being removed. Information pertaining to this request follows.

The following discussion refers to the item numbers in the contractor's letter:

Item 1 I concur with Krehbiel's analysis and recommendations. This was a delay caused by extra work. Recommend an increase of 7 days.

Item 2 This involves a delay caused because Northwest Natural Gas was relocating a line when grading work was in progress. The plans show that this work is to be done. The specifications require that the contractor coordinate his work with the utility companies. Three days is not an unreasonable amount of time to complete their relocation work. Recommend no increase in time.

Item 3 The contractor is claiming 15 days because the new bridge was open to traffic during the time the old bridge was being removed. I would agree with Krehbiel, that once the steel structure was removed the contract was substantially complete. The removal of piers, etc., could be considered cleanup, except for the three days that they were working off the new bridge (see Krehbiel's letter). Recommend an increase of 12 days.

RCP:mr
encl

Keasey — Jackmond — Hopkins — Williams — Johnsen — Glenn

RECEIVED
JAN 25 1980
CONSTRUCTION BRANCH

Richards — Berg — Inloes — Widmer — Gebauer — Church

Approved 1-30-80
Jackmond

Contains Recycled Materials
025-1587

SP 25683-125

9845

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-14-80

FEDERAL AID PROJECT NO.: RS-B428(1)

STATE PROJECT NO.: See below

COUNTY NAME: Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, OR

PROGRAM NO.:

ITEM NO.: 80245

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, OR

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR

Info	Moves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-26-78	1-11-80	Secondary B428	County Road

GENERAL LOCATION:
Neal Creek (English Corner) Br. Sect.

GENERAL DESCRIPTION OF WORK:
Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustment Hood River Elec. Coop.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 1-4-80 I approve the revised TEC for the adjustment to $1,102 with Federal participation limited to $945.00.

(Increase TEC $102 - F.F. $87)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-80	G. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—751-012

#7112

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

ROW 18-4

January 4, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Second Adjustment of Pole
Aerial Power Line Relocation
Hood River Electric Cooperative
Neal Creek Bridge Section
Dethman Ridge Road (FAS B-428)
Hood River County
Project No. RS-B-428(1)

Dear Mr. Green:

Reference is made to my letter of November 16, 1979 which submitted a letter from Hood River County, Department of Public Works, dated October 30, 1979, which advised that a second relocation of a power pole owned by Hood River Electric Cooperative was required to permit the demolition of the old structure on the project. The County advised that the estimated cost of the relocation would be $1,000. A copy of the County's letter and your PR-1240, dated December 10, 1979 approving the second relocation are attached for your information.

The final billing for the relocation cost has been received by the County and forwarded to the State for processing of payment. The final cost of the relocation work is $1,102.04. The work was accomplished on an actual cost basis. Your approval for federal participation in the total cost of $1,102.04 is requested.

Yours truly,

D. E. Swan
Operations Programming Engineer

DES/vlw
Attachment

cc: E. S. Hunter ✓
Jack Cartwright
R. O. Havig

RECEIVED
TECHNICAL SERVICES
JAN 7'80
REFER TO
FC
Info | Invest | R/D | [illegible] | File

#8242 12-1-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B428(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80245

COUNTY NAME: Hood River

PROGRAM STAGE (Check)

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

12-13

RECEIVED
STATE HWY ENG.
DEC 12 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-26-78	10-29-79	Secondary B428	County Road

GENERAL LOCATION:

Neal Creek (English Corner) Bridge Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustment Hood River Electric Cooperative
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 16, 1979 this will confirm the advance authorization date of October 29, 1979 that it is in the public interest to proceed with the relocation of Hood River Electric Cooperative's aerial power line. Reimbursement on an actual cost basis estimated to be $1,000 - with Federal participation limited to $858.00 - is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-10-79		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—781-018

FORM 81.726.3301 8842

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Neal Creek Bridge

WEEK ENDING: December 1, ,979

SECTION PREFIX: 514-1086

HIGHWAY: FAS R 428(Dethman Ridge Rd.)

COUNTY: Hood River

NAME OF JOB: Neal Creek Bridge

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: Holst Construction Co.

CONTRACT NUMBER: 8842

FEDERAL AID PROJECT NUMBER: RS-R428(1)

DATE OF CONTRACT: November 28, 1978

DATE WORK STARTED: April 11, 1979

ESTIMATED COMPLETION DATE: 10/15/79

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 320

CALENDAR DAYS USED 346

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 108

PROJECT AUTHORIZATION: $539,067.50

EXCLUSIVE OF ENGINEERING: $490,031.67

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $490,031.67

ESTIMATED PERCENT OVERRUN UNDERRUN . . . . . 0 %

ENGINEERING AUTHORIZATION: $49,035.83

ENGINEERING COST TO DATE: $42,400.00

PERCENT OF AUTHORIZATION 86.4%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.9

DATE PROJECT WAS COMPLETED: November 19, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15455A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 10 1979
CONSTRUCTION BRANCH

Kossey, Jackmond, Hopkins, Williamson, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work--Job complete
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project accepted on November 21, 1979

Working on semi-final.

onst. (3)
cgion
ile

RECEIVED

SIGNED Willis Krabbiel LOCATION Redmond

PRIME RES.DENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

ROW 18-4

November 16, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Second Adjustment of Pole
Aerial Power Line Relocation
Hood River Electric Cooperative
Neal Creek Bridge Section
Dethman Ridge Road (FAS B-028)
Hood River County
Project No. RS-B-428(1)

Dear Mr. Green:

Here is a copy of a letter from Hood River County, Department of Public Works, dated October 30, 1979, which advises that a second relocation of a power pole owned by Hood River Electric Cooperative was required to permit the demolition of the old structure on the project.

Conflict with Hood River Electric Cooperative's aerial power line was anticipated and relocation was requested by Hood River County. The Cooperative relocated their aerial facilities in accordance with a plan approved by Hood River County. After the Cooperative had completed their relocation work, it was found that a pole was still in conflict with the demolition of the old structure. In approving the original relocation plan, Hood River County had not anticipated a conflict with the bridge demolition.

Hood River Electric Cooperative's aerial power line was originally located on county road right of way, therefore, the cost of the relocation was non-reimbursable. The second relocation of the pole cannot be attributed to any fault of the Cooperative's. It is the State's opinion that the Cooperative did act in good faith and is entitled to reimbursement for the cost of the second relocation of the power pole. Estimated cost for the second relocation as contained in the letter from Hood River County is $1,000. Relocation will be accomplished on actual cost basis. Federal aid participation in the cost of the second relocation is requested.

Yours truly,

D. E. Swan
Operations Programming Engineer

JMC:mn
Att.
cc: E. S. Hunter, Jack M. Cartwright, R. O. Havig

3842 C 5-14-80 Norman Krabiel, Res. Engr.

Versteeg 1 /
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED H.R. Co.
MAY 14 1980
ROAD DESIGN SECTION

Do Not File ☐
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NARRATIVE REPORT Copy Contract 3842

Neal Creek Bridge

This contract was awarded November 28, 1978 to Holst Construction Co. of Oakridge, Oregon for the amount of $539,067.50 and with a specified completion time of 320 calendar days. A preconstruction conference was held March 26, 1979 and the contractor started work on April 11, 19..

REFERRED TO Stoudenmeyer Beard Cole Nass Brisan Watson Hagar Dorn Lee Return Discuss Do File Copy Due BY FINAL DESIGN ENGINEER prepare Ltr of acknowledgment

GRADING

After clearing and grubbing work was completed on the creek banks, the contractor started the bench excavation for the bridge end fills as called for on the plans. Organic soil was wasted and the fill constructed with no problems on the east end, under span 1. When benching was started on the west bank a large pocket of saturated clay was found. The clay material was removed and wasted under Price Agreement No. 2. Also, Price Agreement No. 3 was written to install 8" perf pipe along the east side of a private road at the west end of the bridge to divert water which was coming underneath the private road. After this, bench cuts were made and the fill constructed with suitable material.

No further grading problems developed until the end of the job. A small amount of embankment remained to be constructed in the wingwall areas at Bents 1 and 4. Because of prior heavy rains, it was not possible to compact this fill with equipment and there has been considerable erosion in this area. Also, the bridge was built with no curb and water dripping off the edge of the deck created considerable fill erosion. A narrow strip on each side was filled in, seeded and mulched with straw to the toe of the fill under EWO No. 1 in an attempt to stop the erosion.

There were no other problems of consequence with roadway work.

STRUCTURE

The footings at both Bents 2 and 3 were established on decomposed basalt. Bent 3 was excavated to plan elevation; because of poor bearing material at the north end of the footing, the right 8.5' of the footing was excavated 3 feet below plan elevation and backfilled with concrete; this work was done on Price Agreement No. 4.

In investigating the possibility of using the existing structure for unloading the prestressed beams, the contractor had an analysis made by Oregon Bridge. Their calculations were reviewed and an inspection made by Bridge Design. The steel columns at the truss piers were reinforced with HP 10 x 42 piling and temporary bents were placed at midspan of spans 1 and 2. The contractor built a temporary pile trestle from Bent No. 1 to near Bent 2 and from Bent 4 to near Bent 3. The trestle was used in constructing the columns and hammerheads at Bents 2 and 3, but was primarily for use in setting the prestressed beams. The long 116' center span beams were unloaded from the old bridge by using a 60 ton crane on each work trestle. At span 1, the two left beams were placed from the trestle. The two right beams were placed using a powered A frame supported by the old bridge and the hammerhead at Bent 2 and a 60 ton crane at Bent 1. The same procedure was used at span 3.

Special Provision 504.51 (a) calls for for texturing the deck transversely, after the concrete has hardened sufficiently, with a steel tine tool that will give 1/16" wide x 3/16" ± grooves ½" apart. The contractor had made a tool approximately 27" wide with 1/16" diameter stainless steel rods ground to a point at the end and spaced ½" apart. The rods projected about 4". The maximum slump of the concrete was specified as 3", and the texturing tool results left a lot to be desired. The texturing was done close behind the finishing machine, but even so, the tines would either ride over large rocks at the surface or dislodge the rock. Even with the tines at 45° or less with the surface, the concrete was too stiff to allow large to be depressed.

This structure is in a fairly remote, low populated area, and for this reason, Price Agreement No. 6 was written to delete the Class 1 surface finish and call for removing fins,etc., patch tie rod holes and repair rock pockets only. The contractor gave us a credit of $3,240.00 for this change. Hood River County approved this change in surface finishing.

Traffic Control Summary

Handling of traffic by means of the stage construction plan shown on Sheet 2A of the plans was discussed at the preconstruction conference. However, the stage construction plan was not used.

The peak of the fruit harvesting was over before the contractor was ready to do the final grading and paving; because of this, Hood River County gave the contractor permission to close the road to through traffic during the daylight working hours, with the provision that it be open to traffic during the non-work hours. Barricades and a "Closed to Through Traffic" sign were placed at each end of the project during the day, beginning October 6, 1979 and ending with the completion of roadway pavi ng on October 11, 1979. During the night, 18 temporary delineators and 5 Type III 8' barricades were used to direct traffic. The only flagging required on the project was 26½ hours while subexcavating and wasting unsuitable material was done in April 1979 under Price Agreement No. 2 and 15 hours while setting the prestressed beams in July 1979.

N.D. Krehbiel
Resident Engineer

Project: Neal Creek Bridge

Highway: Dethman Ridge Road

County: Hood River

Contract No. 8842

Prefix: 514-1086

F.A. No.: RS B 428(1)

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+or-)
Bid Items	$	539,067.50	516,381.15	-4
Anticipated Items	$	5,775.00	1,210.40	-79
Contingencies	$	24,517.91	2,275.52	-91
Engineering	$	49,035.83	53,000.00	+8
Liquidated Damages	$	-	-750.00	
TOTAL	$	618,396.24	572,117.07	-7

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

B.I. 5 - Temp Cont. Rail Tr. Barrier	$	2,100.00	0.00	-100

No rail traffic barriers required during grading and paving. Stage construction was not used; road was closed during the day and barricades and cones used at night for traffic control.

B.I. 7 - Flagmen	$	2,880.00	747.00	-74

Not required during grading and paving. See B.I. 5 above.

B.I. 10 - Embankment in Place	$	29452.50	20,177.30	-31

Embankment quantities taken from location notes which were in error.

B.I. 14 - Aggregate Base	$	25,200.00	21,690.00	-14

Project did not require as much aggregate as called for.

8842

Victor Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1979

Holst Construction Company
76700 High Prairie
Oakridge, OR 97463

Re: Neal Creek Bridge
FAP No. RS-B428(1)
Contract No. 8842
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Dale Allen
Norm Krehbiel
John Jenkins
FHWA

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Init. | Inve. | R-O | D&R | Sign | ...

Form 81-734-3122 (Rev. 7-77)

8842

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

Holst Construction Company
76700 High Prairie
Oakridge, OR 97463

Re: Neal Creek Bridge
FAP No. RS-B428(1)
Contract No. 8842
Delete Subsection 403.34 of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
Dale Allen
Norm Krehbiel
John Jenkins
FHWA

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3122 (Rev. 7-77)

8842

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-331		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Hood River
MODIFICATION NUMBER		Project Number RS-B428(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 6, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 69,000	$ 662,173
Federal funds	$ 59,200	$ 567,921
Other revisions		

This modification is made for the following reasons:

To add right-of-way and construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of December, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Coulter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

GPO 927 404

file

NEAL CREEK BR. (DEATHMAN RIDGE RD.)
COUNTY ROAD, HOOD RIVER COUNTY

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 30,000.00
Type Code ROW Right-of-Way	All Required		$ 14,600.00
Type Code 6201 Roadway (Sta. 1+50 to Sta. 12+50)			
Mobilization	All Required (29%)		$ 11,600.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	161 sq.ft.	6.00	966.00
Temporary Barricades	8 only	100.00	800.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	350 lin.ft.	6.00	2,100.00
Temporary Delineators	20 only	15.00	300.00
Flagmen	160 hour	18.00	2,880.00
Clearing and Grubbing	All Required		4,000.00
Removal of Structures and Obstructions	All Required		2,500.00
Embankment in Place	5,355 cu.yd.	5.50	29,452.50
Trench Excavation	20 cu.yd.	8.00	160.00
Finishing Roadbed and Slopes	All Required		2,500.00
Watering	100 M-gal.	8.00	800.00
Aggregate Base	2,800 ton	9.00	25,200.00
Class "B" Asphalt Concrete	675 ton	31.80	21,465.00
8-inch Culvert Pipe	85 lin.ft.	10.00	850.00
12-inch Culvert Pipe	203 lin.ft.	13.00	2,639.00
18-inch Culvert Pipe	132 lin.ft.	16.00	2,112.00
Guard Rail, Type 2A	263 lin.ft.	16.00	4,208.00
Guard Rail, Type 3	100 lin.ft.	27.00	2,700.00
Guard Rail Anchors, Type 1	3 only	225.00	675.00
Rail End Pieces, Type B	1 only	100.00	100.00
Rail End Pieces, Type C	2 only	125.00	250.00

Extra for Asphalt Approaches	6 only	200.00	$ 1,200.00
Delineators	16 only	18.50	296.00
			$123,753.50
Anticipated Items			
Permanent Pavement Striping	All Required		$ 450.00
Temporary Pavement Striping	All Required		800.00
Remove Pavement Striping	All Required		200.00
Adjust Signs	All Required		500.00
Seeding and Mulching	All Required		500.00
			$ 2,450.00
	Subtotal		$126,203.50
	Engineering		17,037.50
	Total		$143,241.00

Type Code X081
Structure Br. #15455 (Sta. 5+70.61 to Sta. 8+60.61)

Mobilization	All Required (71%)		$ 28,400.00
Bridge Removal Work	All Required		18,000.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	290 cu.yd.	20.00	5,800.00
Structure Excavation Below Elevation Shown	30 cu.yd.	20.00	600.00
Furnish HP 10x42 Steel Piling	791 lin.ft.	15.00	11,865.00
Drive Steel Piles	14 only	400.00	5,600.00
Splice Steel Piles	4 only	50.00	200.00
Structural Concrete, Class 3300 (270 c.y.)	All Required		69,000.00
Structural Concrete, Class 4500 (244 c.y.)	All Required		63,000.00
85'/90' Type V Prestressed Beams	8 only	8,000.00	64,000.00
115'/120' Type V Prestressed Beams	4 only	12,000.00	48,000.00
Reinforcement (111,200 lb.)	All Required		55,000.00
Reinforced Concrete Bridge End Panels	142 sq.yd.	50.00	7,100.00
Three Tube Metal Railing	633 lin.ft.	53.00	33,549.00
			$415,114.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 2,000.00
On-the-Job Trainees (1 at $800)	All Required		800.00
			$ 2,800.00

Subtotal	$417,914.00
Engineering	56,418.00
Total	$474,332.00

Length of Roadway - - - - - 0.153 Mile
Length of Structure - - - - 0.055 Mile
Length of Project - - - - - 0.208 Mile

Cost of Roadway Per Mile- - $936,215.69

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 30,000	$ 25,730	$ 4,270	$ -
Right-of-Way	14,600	12,500	1,050	1,050
Roadway Construction	143,241	122,857	10,192	10,192
Structure	474,332	406,834	33,749	33,749
Totals	$662,173	$567,921	$49,261	$44,991

Group 1 - 100%
Contract No. 8842
Prefix: 514-1990
Prefix: 514-2509
Prefix: 514-1086

NEAL CREEK BRIDGE
(Nonparticipating - State Work)

Setting Mailbox Posts	2 only	100.00	$ 200.00
State Responsibility for Damages	All Required		500.00
Furnish Mailbox Posts	All Required		25.00
			$ 725.00

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-68	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-6-78	State: Oregon County: Hood River Project No.: RS-0428(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 3.5 mi. S. of Hood River

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9/30/77	0.28
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 85.8% Pro Rata

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 69,000	$ 59,200

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter
Technical Services Engineer
(Title)

By A J Schreiber
for: State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator FEB 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon January 31, 1978

Federal Aid Project
No. RS-B428(1)

NEAL CREEK (ENGLISH CORNER) BRIDGE SECTION

COUNTY ROAD IN HOOD RIVER COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$69,000.00
	TOTAL	$69,000.00

Length of Project - - - - - - - - - - - - - - 0.28 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 69,000.00	$ 59,200.00	$ 9,800.00	$ --
Retain in Program				
Right-of-Way	5,000.00	4,290.00	355.00	355.00
G-P-Str.	365,000.00	313,170.00	25,915.00	25,915.00
TOTAL	$439,000.00	$376,660.00	$36,070.00	$26,270.00

Group 1 - 100%

Prefix: 514-1990

8842

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
Dale Allen
Norman Krebbiel

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 11, 1978

Holst Construction Co.
76700 High Prairie Rd.
Oakridge, OR 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8842 for work on the Neal Creek Bridge Section of FAS 8428 (Dethman Ridge Road) in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddn
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

December 5, 1978

Re: Holst Construction Co.
Contract No. 8842

Enclosed, in duplicate, is the above caption contract including the Performance Bond.

If you have any questions, please do not hesitate to contact our office.

Sincerely,

Margie Johnson
Bond Department

Enc.
CC; Holst Construction Co.

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TO

Oregon State Highway Division
Salem, Oregon 97310

WARD
INSURANCE AGENCY
P. O. BOX 10167
EUGENE, OREGON 97440
PHONE 503/687-1117

8842

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-7-78	CC 1943		Const. 514-1086

BILL TO: Code:

Hood River County Board of Commissioners

Courthouse

Hood River, Oregon 97031

Attn: Mr. Tony Klein, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the Neal Creek (Dethman Ridge Road) Bridge Section FAS B428 RS-B428(1) AD413 AD531			

Advance Deposit Amount	$ 43,300.00
Advance Deposit Previously Transferred to Highway Fund	$ ---
Balance	$ 43,300.00
Transfer to Highway Fund	$ 33,300.00
Refund Due	$

Amount Due . . . . . $

Submitted by:

Harold Reynolds
Harold Reynoldson

Partial or final request for billing

Approved:

Harold Wimer
Gerald W. Wimer

Number of the previous request in connection with this service.

SP*35736-734

8512

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
Norman Krehbiel
Don Trout
SAIF
Fran

November 28, 1978

Holst Construction Co.
76700 High Prairie Rd.
Oakridge, OR 97463

Gentlemen:

The Oregon Transportation Commission today accepted your proposal for work on the Neal Creek Bridge Section of FAS 8428 (Dethman Ridge Road) in Hood River County for the sum of $539,067.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Hood River County and when the sum of $43,300 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8842.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 9, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". These Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Technical Services Engineer

DATE: November 20, 1978

FROM: Walter J. Hart
Structural Design Engineer

NOTED
E. S. HUNTER

SUBJECT:

Neal Creek Bridge Section
Second St. O'xing Section
Hood River County
Bridges 15455A and 7459C

There were two bridge projects on which bids received November 16, 1978 overran the engineer's estimate by more than ten percent. The following is our review and recommendation on those projects.

Project No. 6 Second St. U'xing (Hood River) Section
This is essentially a structure widening project with a small volume of work under difficult traffic and construction constraints. This type of work is difficult to estimate. There is only $1300.00 difference between the apparent low bid (this bid may be disqualified)and the second bid. I believe that the first and second bids are responsive bids and that a lower bid will not be received by readvertisement. I recommend award to the low bidder or to the second bidder if the lower bidder is disqualified.

COPY 4-4 (CON) + #8843

Project No. 5, Neal Creek Bridge Section
This is an FAS-C bridge replacement project. The low bid received was $74,240.50 or 16% over the engineer's estimate. There were eight bids received of which six should be considered responsive bids. The spread between the first six bidders was nine percent.

The engineer's estimate was in error on a number of items.

The estimated cost for "Embankment in Place" was based on a unit price received from the County. The estimate cost did not take into account the small quantity involved. A unit price in the area of $6.00/yd.^{3} would be more realistic.

There is a difference of approximately $64,000.00 between the engineer's estimate and the low bid on bridge items. In discussions with material suppliers and contractors we find the following.

1. The cutoff of the supply of foreign prestressed strand has raised the price of strand approximately 50 percent over the past year.

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81-125-1307

2. The current shortage of cement has produced an accompanying rise in price.

3. The cost of reinforcing steel FOB the job site has risen $0.10 in the last year. There is also a shortage of people to place and tie reinforcing steel.

4. The engineer's estimate did not give sufficient weight to problems of access at the bridge site. The load limit on the existing bridge and the steep terrain present special problems.

5. This project will run through all of 1979 and will be impacted by new wage rates to be effective next year.

The number of bidders and the range of bids are indicative of responsive bidding. I do not believe a lower bid will be received by readvertising. Our review also indicates nothing would be gained by a redesign. I therefore recommend award to the lower bidder.

WJH:smd

cc C. T. Keasey
D. H. Moehring

8842

November 20, 1978

Hood River County
Board of Commissioners
Courthouse
Hood River, Oregon 97031

386-2616

Attn: Mr. Tony Klein
Director of Public Works

B

On November 16, 1978, the lowest of 8 bidders on the Neal Creek (Dethman Ridge Rd.) Bridge Section FAS 3428 was Nolst Construction Company, 76700 Hi Prairie Rd., P. O. Box 692, Oakridge, Oregon 97463, which bid is approximately 16% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project the following advance deposit is required:

Bid Items	$539,067.50
Permanent Pavement Striping	450.00
Temporary Pavement Striping	800.00
Remove Pavement Striping (Exist. & Temp.)	200.00
Temporary Erosion Control	2,000.00
On the Job Trainees	800.00
State Responsibility for Damages	500.00
Furnish Mail Box Posts	25.00
Adjust Signs	500.00
Seeding & Mulching	500.00
4½% Contingencies	24,517.91
(9%) Engineering	49,035.83
EST. TOTAL COST OF CONSTRUCTION	$618,396.24
Est. Cost of R/W	$ 15,000.00
Est. total cost of project	$633,396.24

The county's advance deposit will be
7% of $633,396.24 = 44,337.74
Less PE Advance Deposit 1,050.00
$ 43,287.74

by rounding: $43,300.00

8L
531,830
544,180

Note
11-20-78 (1:45 pm)
Talked with Steve McNabb, he says Bridge Sect. (Ellison) indicates they will recommend award - called Tony Klein & told him & above & letter content - They will act tonite on approving & issuing $43,300 advance deposit.
I called Don Rose & informed him — Don H.

5.1 years advance

Please make your check in the amount of $43,300.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 8, 1978.

Very truly yours,

for L. Hildebrandt
Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#531: Vern Skoog - Please return completed AD# 531 when check is received.
Region 1 Federal Aid Engineer Jon Rose

		217	1912	920	00 P 1		
				TOT	P1		
				** JOB TOTALS **			**
RANDVIEW @ CLOVERLAWN DR	CONT NO			FA PROJ NOS SOS 700001 100			
		217	1920	296	00 N 9	213.68CR	
		217	1920	297	00 N 9		
		217	1920	298	00 N 9	213.68	
		217	1920	901	00 P 1		
		217	1920	904	00 P 1		
		217	1920	905	00 P 1		
		217	1920	906	00 P 1		
		217	1920	911	00 P 1		
		217	1920	920	00 P 1		
		217	1920	922	00 P 1		
		217	1920	923	00 P 1	82.73	
				TOT	P1	82.73	
				** JOB TOTALS **		82.73	**
PRR XING @ CHOCKTOOT ST	CONT NO			FA PROJ NOS RRP 133002 100			
		218	1916	296	00 N 9		
		218	1916	298	00 N 9		

L TO DATE JOB COST SUMMARY SEP

RIPTION OF JOB OR DEPARTMENT		PREFIX		FUNCTION	GR	CURRENT MONTH	
		218	1916	905	00 P 1		
				TOT	P1		
				** JOB TOTALS **			**
OREST SERV BNDRY-HILDEBRAND	CONT NO			* FA PROJ NOS OS 800001 100			
		218	1917	296	00 N 9		
		218	1917	297	00 N 9		
		218	1917	298	00 N 9		
		218	1917	901	00 P 1		
		218	1917	903	00 P 1		
		218	1917	905	00 P 1		
		218	1917	908	00 P 1		

217	1912	920	00	P	1			13.43		13.43
		TOT	P1					13.43		94.80
		** JOB TOTALS **					**	13.43	**	94.80 **

CONT NO		FA PROJ NOS	SOS	700001	100				00 S
217	1920	296	00	N	9	213.68CR		7,655.75CR	9,185.75CR
217	1920	297	00	N	9				1,530.00
217	1920	298	00	N	9	213.68		7,655.75	7,655.75
217	1920	901	00	P	1			118.28	150.04
217	1920	904	00	P	1				8,221.12
217	1920	905	00	P	1			129.60	257.20
217	1920	906	00	P	1			130.40	130.40
217	1920	911	00	P	1			31.02	31.02
217	1920	920	00	P	1			11.88	11.88
217	1920	922	00	P	1			4.67	4.67
217	1920	923	00	P	1	82.73		579.09	579.09
		TOT	P1			82.73		1,004.94	9,385.42
		** JOB TOTALS **				82.73	**	1,004.94	** 9,385.42 **

CONT NO		FA PROJ NOS	RRP	133002	100				00 S
218	1916	296	00	N	9				54.52CR
218	1916	298	00	N	9				54.52

PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
218	1916	905	00	P 1			60.58
		TOT	P1				60.58
		** JOB TOTALS **			**	**	60.58 **

CONT NO		FA PROJ NOS	OS	800001	100			00
218	1917	296	00	N	9	2,181.92CR		14,824.14CR
218	1917	297	00	N	9	2,181.92		3,246.92
218	1917	298	00	N	9			11,647.22
218	1917	901	00	P	1			141.58
218	1917	903	00	P	1			12,247
218	1917	905	00	P	1			1,208.66
218	1917	906	00	P	1			370.30

CRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH
NEAL CK BR (ENGLISH CORNER)	CONT NO		FA PROJ NOS RS		428001 100
	514	1990	296	DD N 9	1,512.95CR
	514	1990	298	00 N 9	1,512.95
	514	1990	901	00 P 1	48.08
	514	1990	901	00 N 1	
	514	1990	902	00 P 1	
	514	1990	905	00 P 1	87.65
	514	1990	906	00 P 1	1,069.22
	514	1990	909	00 P 1	
	514	1990	910	00 P 1	83.22
	514	1990	913	00 P 1	
	514	1990	914	00 P 1	87.88
	514	1990	918	00 P 1	
	514	1990	921	00 P 1	562.62
	514	1990	922	00 P 1	13.59
	514	1990	923	00 P 1	42.00
	514	1990	926	00 P 1	
	514	1990	950	00 P 1	51.08
			TOT	P1	2,045.34
			TOT	N1	
			** JOB TOTALS **		2,045.34 **
HEAD RD-AIRPORT RD	CONT NO		* FA PROJ NOS RS		510702 100
	515	1927	296	00 N 9	
	515	1927	298	00 N 9	
	515	1927	901	00 P 1	
	515	1927	901	00 N 1	
	515	1927	905	00 P 1	
	515	1927	909	00 P 1	
	515	1927	910	00 P 1	
	515	1927	911	00 P 1	
	515	1927	912	00 P 1	
	515	1927	913	00 P 1	
	515	1927	914	00 P 1	
	515	1927	918	00 P 1	
	515	1927	920	00 P 1	
	515	1927	921	00 P 1	
	515	1927	923	00 P 1	
	515	1927	924	00 P 1	
	515	1927	980	00 P 1	
			TOT	P1	
			TOT	N1	
			** JOB TOTALS **		**
REUBEN CR-ROCK CR	CONT NO		* FA PROJ NOS ER		322001 100
	517	1904	296	DD N 9	

No cost to County

PREFIX		FUNCTION	GR	CURRENT MONTH	YEAR TO DATE	TO DATE
NT NO		FA PROJ NOS RS	428001 100			00
514	1990	296	00 N 9	1,512.95CR	7,012.08CR	18,997.16CR
514	1990	298	00 N 9	1,512.95	7,012.08	18,997.16
514	1990	901	00 P 1	48.08	813.48	8,818.71
514	1990	901	00 N 1			89.77
514	1990	902	00 P 1			75.60
514	1990	905	00 P 1	87.65	804.80	2,491.42
514	1990	906	00 P 1	1,069.22	3,472.07	5,257.66
514	1990	909	00 P 1			1,083.87
514	1990	910	00 P 1	83.22	139.83	3.9.65
514	1990	913	00 P 1			25.12
514	1990	914	00 P 1	87.88	87.88	296.94
514	1990	918	00 P 1			1,154.34
514	1990	921	00 P 1	562.62	627.82	627.82
514	1990	922	00 P 1	13.59	50.39	50.39
514	1990	923	00 P 1	42.00	42.00	42.00
514	1990	926	00 P 1		1,402.89	5,574.31
514	1990	950	00 P 1	51.08	51.08	603.00
		TOT	P1	2,045.34	7,492.24	26,420.83
		TOT	N1			89.77
		** JOB TOTALS **		2,045.34 **	7,492.24 **	26,510.60
NT NO	*	FA PROJ NOS RS	510702 100			00
515	1927	296	00 N 9			22,322.06CR
515	1927	298	00 N 9			22,322.06
515	1927	901	00 P 1			5,392.17
515	1927	901	00 N 1			37.30
515	1927	905	00 P 1			8,251.60
515	1927	909	00 P 1			1,037.13
515	1927	910	00 P 1			1,344.12
515	1927	911	00 P 1			2,033.52
515	1927	912	00 P 1			39.57
515	1927	913	00 P 1			98.37
515	1927	914	00 P 1			1,041.00
515	1927	918	00 P 1			311.16
515	1927	920	00 P 1			162.50
515	1927	921	00 P 1			2,357.33
515	1927	923	00 P 1			6,666.57
515	1927	924	00 P 1			53.88
515	1927	980	00 P 1			44.32
		TOT	PI			28,833.34
		TOT	N1			37.30
		** JOB TOTALS **		**	**	28,870.64
ONT NO	*	FA PROJ NOS ER	322001 100			00
517	1904	296	00 N 9			6,569.16CR

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-25-78

FEDERAL AID PROJECT NO.: RS-B428(1)

STATE PROJECT NO.: See below

COUNTY NAME: Hood River

PROGRAM NO.:

ITEM NO.: 80245

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-26-78	10-25-78	Secondary B428	County Road

GENERAL LOCATION:
Neal Creek (Dethman Ridge Rd.) Bridge

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 10-13-78, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

12-22

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-78	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

8842

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 16, 1978

TO: D. H. Moehring, Manager
Project Management

Federal-aid Project No. RS-B428(1)

Federal-aid Project Name Neal Creek (Dethman Ridge Rd.) Bridge

Highway No. 514

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk
cc: E. S. Hunter
V. E. Skoog
J. H. Versteeg
Duane Ridings
F. C. Lowe

842 9-22-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B428(1)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80245

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-26-78	9-26-78	Secondary B428	County Road

GENERAL LOCATION:
Neal Creek (English Corner) Bridge Section

GENERAL DESCRIPTION OF WORK:
Grading, paving and structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-26-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $521,922 - Federal Funds $447,656 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

NOTED
F. KLABOE
Swan
10-6

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-76	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8842

FASB 428

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/20/78
Donald L Rust

10-26-78 Bid Letting _____ All Clear Deadline

SECTION NEAL CREEK BRIDGE
Highway FAS 8428 Deathman Ridge Rd.
County Hood River Region 1
Type of Work G. P. Str. Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands		X			X
D.O.G.M.I.	X				
Corps of Engineers		X			X
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

Section Neal Creek Bridge. Programming Estimate $ 523,000

Highway FAS B428 (Cathman Ridge Rd.) Project Length 0.21 mi.

8842 County Hood River Completion Time 320 cal. days

Kind of Work Gr. Trg. Lining & Structure

Prefix 514-1990 FA Project No. FS-B428(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 9/7/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number m
Finance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Jon Rose

FROM: Proj. Mngt.

COMMENTS: Please inform the County.

Form 731-0022 (1/76) SP*70504-734

Contract Amount (9/7/78) $ 454,694 00

	450
	200
	200
	2,000
	300
	500
	500
	50
	500
	500

$ 5,775 00

$ 460,469 00

Contingencies (4-7.2%) 20,721 11

Engineering (9% 41,492 21

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 522,632 32

R/W Costs 14,600.00

$ 537,232 32

APPROVED

Road Design Engineer

537,232 x 0.07 = $37,606

Less Rd. Dep. for R/W 1050

$35,556 Est Rd. Deposit by County

9/7/78

Jon Rose says County has up to $40,000 set up for this project

Section Neal Creek Bridge Programming Estimate $ 523,000

Highway FAS B428 (C... (Ind. Rd.) Project Length 0.21 mi.

County Hood River Completion Time 320 col. days

Kind of Work Grading, Paving and Structure

Prefix 514-1990 FA Project No. RS-B428(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount (7/7/78) $ 454,694.00

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1450	
Temporary Pavement Striping	1300	
Remove Pavement Striping (Exist. & Temp.)	2 30	
Temporary Erosion Control	2,000	
State Furnished		
Install Water Meter		$ 5,775.00
Furnish Water		
Laboratory Fees		
On the Job Trainees	1800	
State Responsibility for Damages	500	
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts	225	
Adjust Utilities	50	
Adjust Signs	500	
Misc. Permit Fees		
Sod and Mulch	500	

	$ 460,469.00
Contingencies (4-1/2%)	20,721.11
Engineering (%)	41,442.21
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 522,632.32
R/w Costs	14,600.00
	$ 537,232.32

APPROVED

Road Design Engineer

537,232 x 0.07 = $37,606

Less Ad. Dep. for R/w 1050

$35,556 Est Ad. Deposit by County

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date Aug. 22, 78

Section Neal Cr. Bridge
County Hood River
Kind Of Work Grading, Paving and Structure Length 0.21 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump	All		33,700
	Temporary Protection and Direction of Traffic		All	All		4,500
	Temporary Signs		Sq. Ft.	143	6.00	858
	Temporary Barricades		Each	8	100.00	800
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	250	8.00	2,000
	Temporary Delineators		Each	20	20.00	400
	Flagmen		Hour	160	18.00	2,880
	ROADWORK					
	Clearing and Grubbing		All	All		1,000
	Removal of Structures and Obstructions		Lump	All		500
	Embankment in Place		Cu. Yd.	5,355	4.00	21,420
	Trench Excavation		Cu. Yd.	20	10.00	200
	Finishing Roadbed and Slopes		Lump	All		1,000
	Watering		M-Gal.	185	10.00	1,000
	Aggregate Base		Ton	2,800	8.50	23,800
	Class "B" Asphaltic Concrete		Ton	575	31.00	20,925
	8-inch Culvert Pipe		Lin. Ft.	85	9.00	765
	12-inch Culvert Pipe		Lin. Ft.	203	12.00	2,436
	18-inch Culvert Pipe		Lin. Ft.	132	20.00	2,640

OREGON STATE HIGHWAY DIVISION

ESTIMATE--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 4

Date Aug. 22 '78

Section Neal Cr. Bridge

County Hood River

Kind Of Work Grading, Paving and Structure Length 0.21 mi. Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail, Type 2A		Lin. Ft.	263	15.00	3,945.00
	Guard Rail, Type 3		Lin. Ft.	100	25.00	2,500.00
	Guard Rail Anchors, Type 1		Each	3	300.00	900.00
	Rail End Pieces, Type B		Each	1	75.00	75.00
	Rail End Pieces, Type C		Each	2	125.00	250.00
	Extra for Asphalt Approaches		Each	6	150.00	900.00
	Delineators		Each	16	20.00	320.00
	Sealing Mailbox Supports		Each	2	50.00	100.00
	STRUCTURE					
	Bridge Removal Work		L.S.	All		2,000.00
	Shoring, Cribbing, Etc.		L.S.	All		1,000.00
	Structure Excavation		Cu. Yd.	240	11.00	2,640.00
	Structure Excavation Below Elevations Shown		Cu. Yd.	25	11.00	275.00
	Furnish HP 10x42 Steel Piling		Lin. Ft.	805	10.00	8,050.00
	Drive Steel Piling		Each	14	700.00	9,800.00
	Splice Steel Piling		Each	4	75.00	300.00
	Structural Concrete (270 C.Y.) Class 2500		L.S.	All		57,000.00
	Structural Concrete (244 C.Y.) Class 4500		L.S.	All		53,680.00
	85'-0" Type V Prestressed I Beams		Each	8	6,700.00	57,600.00
	115'-0" Type V Prestressed I Beams		Each	4	8,200.00	32,800.00
	Reinforcement (Incl. Bridge Rail)		L.S.	All		39,000.00
	Reinforced Concrete Bridge Rail Panels		Sq. Yd.	142	45.00	6,390.00
	Three Tube Metal Railing		Lin. Ft.	633	45.00	28,485.00

8142

STATE OF OREGON

INTER-OFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: August 17, 1978

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT: Neal Creek Bridge FAS-C
Neal Creek Bridge Section
Dethman Ridge Road
Hood River County
Bridge No. 15455A

Enclosed are three reduced prints of drawings 33801 thru 33806 which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $410,000.

It is planned to call for bids on this section on November 16, 1978.

These prints are sent to you for a field review. Please forward one set to the resident engineer for his review. Please return one set by September 11, 1978 with your comments and/or corrections noted thereon.

SKS:df
Enclosures

cc: James Dunn, Hood River County /w/ 2 encls.
H. A. Schell, FHWA /w/ 2 encls.
Specs Unit /w/ 1 encl. plus estimate sheet (unchecked) and designers' notes
Construction Section /w/ 1 encl.
Utility Unit /w/ 1 encl.
County-City Unit
Engineering Section /w/ 1 encl.

PROJECT MANAGEMENT
PME ☐ CCE ☐ ON ☐
LGE ☑ FAE ☐ CPL ☐
AUG 17 1978
TAA _____ File: PM FA
LG OP

81-125-1387

8842

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031

PHONE: 386-2616

6-26-78.
~~May 24, 1978~~

Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Ore 97213

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CFE ☐
JUN 26 1978
TAA File: PM FA LG OP

Subject: Preliminary Review Plans
Neal Creek Bridge
Dethman Ridge Drive
Hood River County

Attention: Jon Rose, Federal Aid Engineer

Gentlemen:

The Department of Public Works staff has reviewed the enclosed plans of the subject project and have marked their comments in red. As mentioned before the sidewalk should be deleted and the roadway section should be increased to 32 feet. Our staff is very concerned about the abutment fills and strongly recommend a positive method to retain the fill so that pavement subsidence at the abutments is minimized.

We request that the State proceed with the design as modified in the marked up plans enclosed.

Very truly yours,

Elmer Murray, Chairman

Don Clark, Commissioner

Jerry Routsen, Commissioner

Jim Walker, Commissioner

Jim Crews, Commissioner

From Metro Jon Rose | Date 6/26/78

To Jerry Wimer

Program Mgmt. Traffic Region 1

Comments: Hood River County has reviewed and approved, with some suggestions, the attached plans for the Neal Creek Bridge FAS-C project. Please take appropriate action

Jon Rose

c.c. D.O. Christensen sent plans

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031
PHONE: 386-2616

May 24, 1978

TO: BOARD OF COMMISSIONERS

FROM: ANTHONY C. KLEIN, ACTING COUNTY DIRECTOR OF PUBLIC WORKS

SUBJECT: NEAL CREEK BRIDGE, DETHMAN RIDGE DRIVE

DISCUSSION: The State sent the attached preliminary plans and cover letter for the subject project. We have reviewed the plans and our comments are marked on the plans. If the Board of Commissioners has additional concerns please let us know.

RECOMMENDATION: Department of Public Works recommends that the Board of Commissioners approve the plans as noted, sign the plans and the attached letter of transmittal and return to Department of Public Works for us to mail to the State.

ack

9

2842

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 24, 1978

FILE:

NOTED
H. S. COULTER

FROM: EDWARD L. HARDT
Region Engineer

TO: MEMO TO FILE

SUBJECT: CONSTRUCTION ENGINEERING
Long Prairie Road-Willow Flat Road and Neal Creek Bridge
Hood River County

On May 23 I discussed with Dale Allen the construction engineering on the two subject projects in Hood River County. Since Region One's closest Resident Engineers are located in Portland and have ample work to do, and also since Region Four's Engineers in The Dalles are available for this work, it was decided that the Region Four personnel would do the construction engineering for both projects. The Region Four office will also be responsible for administration of the two contracts. Since the Metro Section has handled the preliminary engineering for the Neal Creek Bridge, any correspondence relating to preliminary engineering should still be routed through that office with copies to the Bend office. The Region One office would like to be involved in the plan-in-hand review for the Long Prairie Road-Willow Flat Road project. Dale told me that he planned to assign Reid Meritt to the Willow Flat Road project and at this time was not certain who he would put on the Neal Creek Bridge.

ELH/vwk
cc: H.S. Coulter
C.T. Keasey
Walt Hart
Hal Versteeg
John Jenkins
R.N. Bothman
Harry Woodward
Dale Allen
Reid Meritt

RECEIVED
STATE HWY ENGR
MAY 25 '78
REFER TO
FOR
Info | Invest. | K-D | D-R | Sign | Act | File

8842

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: B428(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80245

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-18-78	Secondary B428	County Road

GENERAL LOCATION:
"Neal Creek (English Corner) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION. Including Utility preparatory work.
- ☐ OTHER (Specify)

- ☒ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4-11-78 you are authorized to proceed with the actual acquisition of Files 50178, 50179, 50181 and 50182 as shown on R/W Map IR-4-659 at a TEC NTE $14,600, Federal funds $12,500.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE
Swan
4-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-78	B. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8842

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1978

Mr. James Dunn
Director of Public Works
Hood River County
918 16th Street
Hood River OR 97031

Neal Creek Bridge
Dethman Ridge Road
Hood River County
Bridge 15455A

Attached are two prints of the preliminary plan and elevation for the subject structure. Also included is one set of preliminary grading plans. Estimated cost for the project is -

Grading, Paving, etc.	$100,000
Structure (30' Roadway with 5' raised sidewalk)	363,000
Engineer & Contingencies (20%)	92,000
Total	$555,000

The estimated cost for the culvert and fill alternate is $495,000. For the cost difference of $60,000, we recommend the bridge alternate. The primary reason for the increased cost from the previous estimate of $434,000 is in grading and paving item. This item is now $100,000 instead of $25,000.

An alternate bridge structure with a 32-foot roadway and no raised sidewalk would save an estimated $20,000.

The FHWA requires a 30-foot minimum roadway width for the approach roadway dimensions and traffic count.

If the submittal meets with your approval, please return one print with the appropriate county official's approval noted thereon.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Assistant Structural
Design Engineer

cc John Rose /w/ 2
FHWA /w/ 2
County-City /w/ 1
Environmental /w/ 1
D. O. Christensen /w/ 1

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
APR 14 1978
File: PM FA
TAA LG OP

Form 81-731-0027 (0-77)

8842

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 11, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project No. RS-B428(1) FAS-C
Item No. 80245
Neal Creek (Deathman Ridge Rd.)
Bridge Section
Hood River County

AD 413

We hereby request the following:

1) Authorization to proceed with the actual acquisition of right-of-way on the subject project at an estimated total cost of $14,600 with an obligation of $12,500 in federal funds. Relocation on the project consists of the moving of equipment from metal stock sheds.

CL:dmc
cc: J. Boyd
F. Lowe
H. Reynoldson

14600
12500
2 | 2100
1050 - Co. Rd. Dept.

8842

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

March 24, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 50178 etc.

TO: Ken Rolfe
Reg. R/W Supervisor

REGION I

Neal Creek Bridge Sec.
Dethman Ridge Drive (Co. Rd.)
Hood River County
FAS-C

Attached you will find five original Option forms in sextuplet covering right of way to be acquired in connection with the Neal Creek Bridge Section of Dethman Ridge Drive (Co. Rd.) in Hood River County. This contract is scheduled for letting in the fourth quarter of 1978.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of March 17, 1978.

We are attaching three prints of Map 1R-4-659 dovering this area and bearing our date of March 21, 1978.

File No.	Name	Area
50178	Clifford A. and Eiko Tadakuma	0.04 ac.±
50179	Louis A. Mohr, Sr. and Beverly B. Mohr	0.12 ac.±
50180	Odell Howard, Jr. and Ruby Lee	0.13 ac.±
50181	Jack L. and Betty J. Blake	0.01 ac.±
50182	Arne W. and Kathleen C. Annala	0.5 ac.±

AC:nn
Enc. 5 Options, etc.
cc: Ed Hardt/2 prints
Milner Mead/1 print & Auth. List
Frank Lowe
Title/1 print
A. Riveness/Exhibit
Don Harwell

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 27 1978
File: PM FA
TAA LG OP

8842 C

Hood River Co

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031
PHONE: 386-2616

March 1, 1978

Oregon Dept. of Transportation
Highway Division
222 Highway Building
Salem, Ore 97310

Attn: Dwayne Christiansen

Subject: Hood River County Dethman Ridge Road Bridge

Dear Dwayne:

Confirming my conversation with Dick Leu of your staff we are requesting the following design criteria for the subject project.

Roadway: The lane width is to be 11 feet. Shoulder width is to be 6 feet with the lane pavement of 12 feet width and shoulder width pavement of 5 feet.

Bridge: We are requesting a bridge deck width of 28 feet. Bridge width with an additional 4 feet of raised sidewalk on the North side of the bridge.

The confirming schedule for the project I was informed is that this project will be advertised sometime during the third calendar quarter of 1978.

Sincerely,

James W. Dunn

James W. Dunn,
Director of Public Works

3-6-78
see letter from Jon Rose 2-10-78
to G. Wimer

cc: Jon Rose

JWD:bw

REFERRED TO
Bond Dorn
Cole Sample
Watson
Hayes Leu
Return Please Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Vereloog
2 Christensen
George
Olson
Terpis
Sullivan
Scott
Savage
Trout
Do Not File
Return To
Bring Up / /
Action
cc copy to Structures

RECEIVED
MAR 0 3 1978
ENGINEERING SECTION

8842

MEMO TO THE FILES

February 24, 1978

Robert H. Prange
Local Projects Supervisor

Neal Creek (Dethman Ridge Rd.) Bridge Sec.
FAS-B428
Hood River County
Project No. BS-B428(1)

Hood River County has requested that the dimension on the typical section of the approaches to the subject new structure be two 11-foot high-type pavement travel lanes, with 6-foot shoulders, one foot of the shoulders being paved and five foot being graveled. The county has established the two 11-foot travel lanes and 6-foot shoulders as the county standard.

HR:ljt

cc: J. H. Verstoeg
W. J. Hart
Roger Trygstad
C. J. Gregg
D. E. Swan

8842

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: February 10, 1978

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Typical Section
Neal Creek Bridge (Dethman Ridge Road)
Hood River County

After several conversations with Jim Dunn, Director of Public Works in Hood River County; Fred Erickson, your office; and Area Engineer Wally Bryant, we have a firm request for a typical section to be designed on the Neal Creek Bridge.

On January 30, I visited with Jim Dunn and was told that the County wished a bridge with 28 feet of clear opening between curbs to match a roadway section of two 11-foot lanes with 6-foot shoulders. On the approaches, pavement should be 24 feet with 5 feet of gravel shoulder and the fog line placed 11 feet from centerline. The structure, 310 feet long, should have 28 feet curb to curb with fog lines placed at 11 feet. The County would like curbs and a raised sidewalk on the northerly side of the bridge. This typical section is compatible with policy followed on other roads throughout the county, and FHWA Area Engineer Wally Bryant has indicated that he has no strong objections to approval. Please consider the attached letter from Hood River County confirming my February 1 letter as the County's request for a typical section with 28 feet curb to curb on the structure.

3

JR/ldo

Attachments

C.C. D.O. Christensen
Walt Hart.

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ CPE ☐
FEB 13 1978
TAA Reynolds File: PM FA LG OP
Check w/ Walt Hart

81-125-1387

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 1, 1978

FILE: Misc C&A 6181 ~~L477~~

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO:

Ken Rolfe
Region 1 R/W Supervisor

SUBJECT:

Agreement #86
Neal Creek Br. Sec.
Deathman Ridge Rd.
Hood River County

REAL CONTRACTS and AGREEMENTS No. 6181

Enclosed for Hood River is a copy of the fully signed agreement. A copy is also included for your records.

There is usually a provision (II-d) for condemnation. You are optimistic.

The cost prefix for this right of way work is 14-8202.

AE
mp
Enc.

cc: Cecil Head, w/orig.
Finance, Attn: Friedow, w/c
Local Gov't Programs, w/c
Ed Hardt, Reg. 1, w/c
Appraisal
Title
Relocation
Property Management

NOTED
C. W. HEAD

2/15/78
noted in
agree. book
- fr

COUNTY-CITY PROJECTS

Neal Crk. Br. Sec.
Deathman Ridge Road Project # 86

Highway will _____ County

__X__ Write descriptions, prepare map.

__X__ Assign individual file numbers or _____ assign one number for the project.

__X__ Make up options on old form in name of county/city/state.

__X__ Assign prefix 14-8202.

__X__ Appraise and review.

__X__ Negotiate option.

__X__ Provide relocation.

__X__ Let contract and supervise construction.

__X__ Take possession, dispose of improvements and excess lands.

__X__ Make payments.

__X__ Order title reports and policy, send encumbrance letter to County/City.

_____

Regional Engineer Involvement - Send

__X__ Copy option letter __X__ maps __X__ revisions.

__X__ E-300 obligation form.

__X__ Obligations are State's or County's.

__X__ Signed option with notice.

__X__ Signed deed with acceptance.

_____

County (City) Involvement - Send

__X__ Copies of letters to field and property owner to K. W. Kirby, Admin. Asst.
Board of Commissioners
Hood River County
~~Courthouse~~
HOOD RIVER OR 97031.

__X__ Map.

__X__ E-300 obligation form when County responsible for obligations.

__X__ Copies or originals of documents (options, deeds, title policy).

_____

eements to

X	R/W Supervisor	X	Finance Attn Fred Friedow
X	Regional Engineer	X	C. W. Head (Orig. copy)
X	County-City	X	Hood River County, via Rolfe
X	Property Management	X	Relocation
X	Title		

Check List:

	Title
	Condemnation
	Appraisal
X	Everyone in 119
	Boyd

8842

Neal Creek (Dethman Rd) BI
FHS B

Department of Transportation
METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

February 1, 1978

Telephone: 238-8226

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 2 1978
File: PM FA
TAA _____ LG OP

Mr. Jim Dunn
Hood River County Director of Public Works
918 18th Street
Hood River, OR 97031

Jim:

I would like to confirm our conversation yesterday to be sure I caught everything and as a reminder to myself and other Highway Division people who will be working on your project.

On the Neal Creek Bridge, the county wants to do the job right and prefers to go with new alignment rather than replacing the existing bridge at its present site. You felt that the estimated $50 to $60 thousand dollars for roadway work and necessary right-of-way would be money well spent. We discussed the possibility of replacing the bridge with a large culvert and I understood that you and Jim Lyon agreed that because of asthetic and other considerations the culvert could not be even considered unless there is a very substantial cost savings. This doesn't appear likely, but our Salem design office will at least make a cost estimate. We discussed with Fred Ericksen in the Highway Division's Salem design office the typical sections preferred by the county. To be compatible with county-wide policy, the roadway should have two 11' lanes with 6' shoulders. On the bridge itself you would like to carry the two 11' lanes with 3' shy distance on each side and one pedestrian walkway on the side nearest the existing bridge.

12' to be paved and 5' gravel

We talked about a couple of possible projects to be considered under Title 2, the Federal Aid Highway Safety Act. One potential hazard is the steep grade approaching the railroad crossing south of Wy'east where Creson Canyon Road crosses the Mt. Hood Railroad. I believe you estimated that it would cost between $25 and $50 thousand dollars to lower the grade and purchase slope easements to flatten the grade where it approaches the railroad crossing. Under the severe icing conditions common in that area and given the regular use of the road by school buses, certainly the situation is a potential hazard. Since the safety program to eliminate high hazard locations relies on accident history to determine benefit-cost ratios and there is no accident history at this location, it will probably be difficult to get approval of this project, but I'll explore it further.

The second possibility as a project is to install guard rail on Dee Hill where the road to Lost Lake leaves to community of Dee. We have been successful in getting approval for similar projects under Section 210 of Title 2, a program for the elimination of roadside obstacles. With a limited amount of money available for this program approval might take some time, but this appears to be the type project which would be eligible. I'll look into this a little further and let you know what the prospects might be.

After you've had a chance to look over the stack of literature and forms I left with you, you might give me a call if there are any questions. I certainly enjoyed our visit. Thanks.

Jon Rose
Federal Aid Coordinator

cc: Fred Ericksen
Gerry Wimer
Dick Bladoun
Region 1

lb

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 30, 1978

FROM: David W. Bryson
Hydraulic Specialist

SUBJECT: Neal Creek Bridge
FAS 301, Dethman Ridge Road
Hood River County

TO: F I L E

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 30 1978
File: PM FA
TAA _____ LG OP

Req a 404 Permit

The proposed project will replace on a slightly improved alignment an existing 309-foot steel structure.

Hydrology

Neal Creek is a south-north tributary of the Hood River and drains an area of approximately 28.7 square miles above the subject site. Using data from a previous hydraulic study of Neal Creek, it was estimated that a discharge of 2,000 cfs could be expected from a flood of the 1964 magnitude, which would have an approximate recurrence frequency of 50 years. The 2,000 cfs discharge was chosen as the design flood.

Hydraulic Design

No hydraulic problems are foreseen with the construction of a bridge at this site. The existing bridge length may be shortened considerably with construction of approach fills on both ends of the structure.

In lieu of constructing a bridge, a culvert may be installed at this site. The design headwater elevation for both alternates is 550 feet (MSL) and the design tailwater elevation was estimated to be elevation 537.2 (MSL). It is recommended that the roadway embankment be constructed of rock to elevation 558.0 (MSL). The outer 18 inches of the fill should be equivalent to Class 100 riprap. See attached drawing. Following are two alternate culvert designs:

Alternate 1:

A 17-foot-diameter structural plate pipe with mitered ends conforming to the fill slopes is recommended. The culvert should be placed on a 1.90 percent grade. Outlet velocity for the design flood would be approximately 15 feet per second.

Alternate 2:

A 12' x 12' reinforced concrete box culvert is recommended. The inlet apron should be sloped so that it provides 3'3" of "fall". The culvert should be placed on a 0.29 percent grade. Outlet velocity for the design flood would be approximately 18 feet per second.

Fish Passage

Since Neal Creek is a fish producing stream, provision will have to be made for fish passage if a culvert alternate is chosen. This can be accomplished by use of baffles. See the attached sketch for baffle pattern. Fish and Wildlife Commission approval will be required for the culvert alternate.

404 Permit

A Corps of Engineers 404 permit will be required for the project.

DWB:jp

Attach

cc F.E. Terpin
W.J. Hart
Jack Davis
D.O. Christensen
Don Harwell
Ed Hardt

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	2000		2000
Frequency - yrs.	50	100	50
H.W. Elevation Natural Channel ft. / m.	540º		540º
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	11		11

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *Above data is for bridge alternate*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Neal Creek
FAS 301 (Dethman Ridge Rd.)
Hood River County

COMPILED BY:	DATE:
Dave Bryson	*January 26, 1978*

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	2000		2000
Frequency - yrs.	50	100	50
H.W. Elevation Natural Channel ft. / m.	550º		550º
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	15		15

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Above data is for 17'-0" multi-plate pipe alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Neal Creek
FAS 301 (Dethman Ridge Rd.)
Hood River County

COMPILED BY:	DATE:
Dave Bryson	January 26, 1978

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	2000		2000
Frequency – yrs.	50	100	50
H.W. Elevation Natural Channel ft. / m.	550º		550º
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	18		18

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

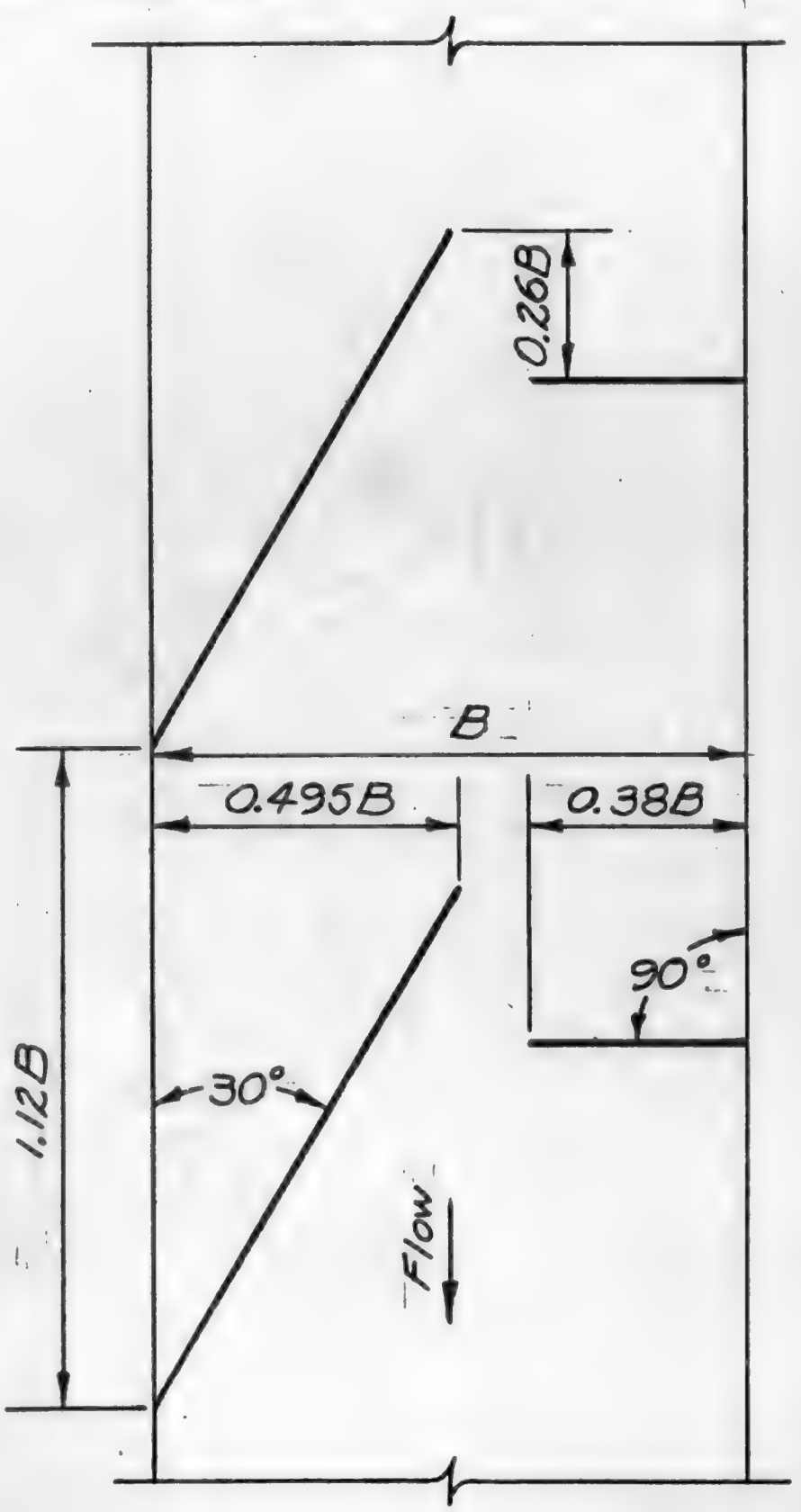
REMARKS: Above data is for 12'x12' RCBC alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

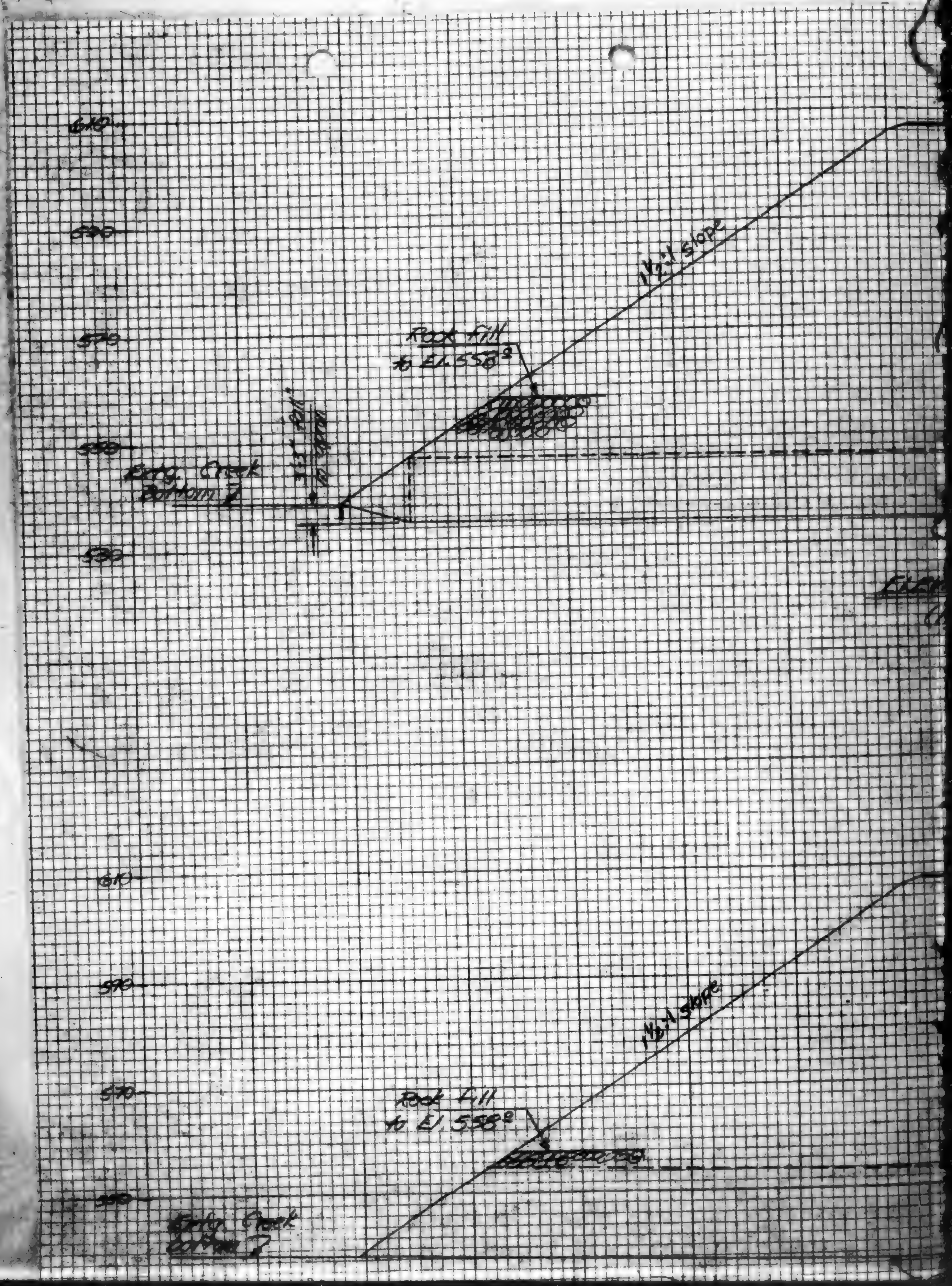
Neal Creek
FAS 301 (Dethman Ridge Rd.)
Hood River County

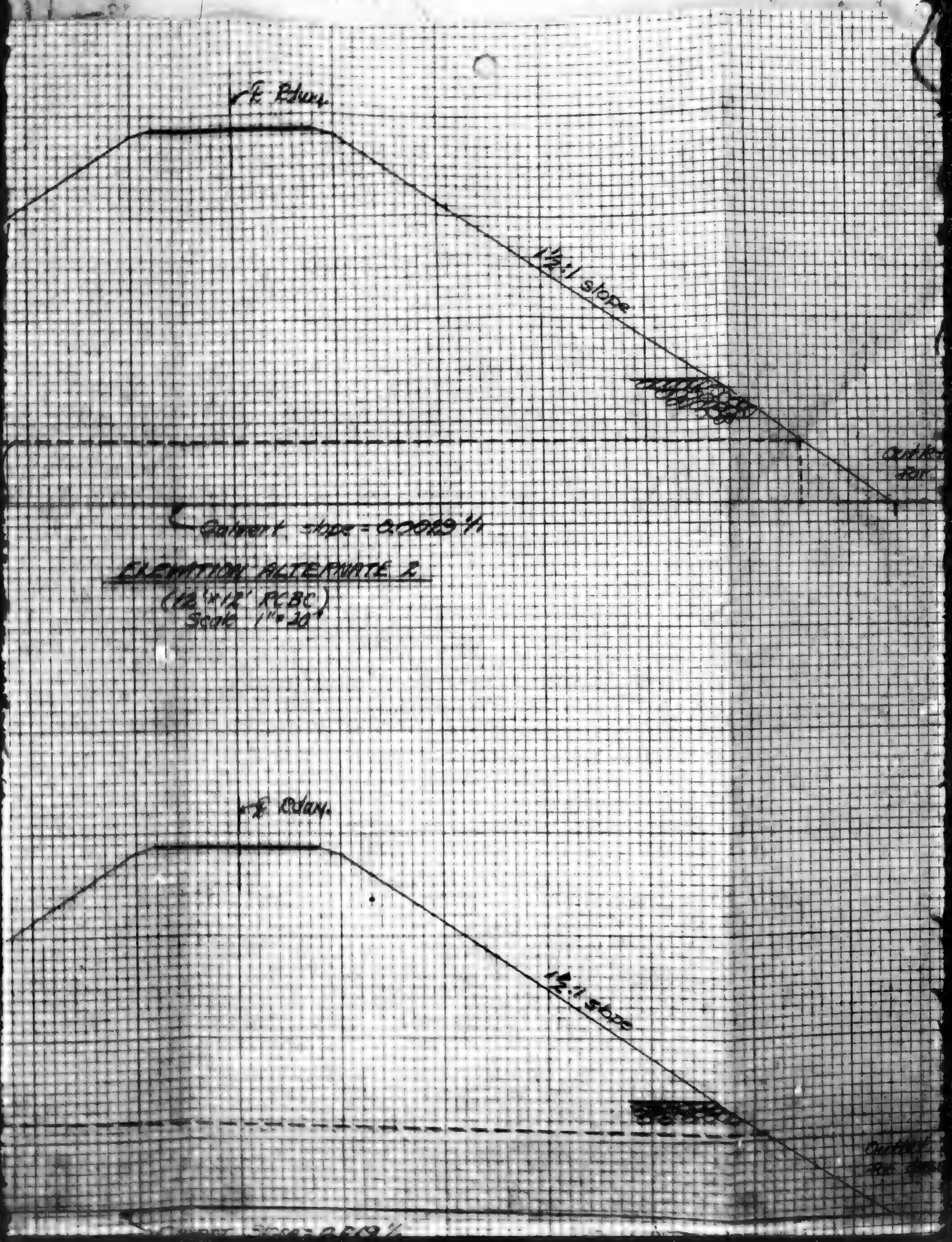
COMPILED BY:	DATE:
Dave Bryson	January 26, 1978

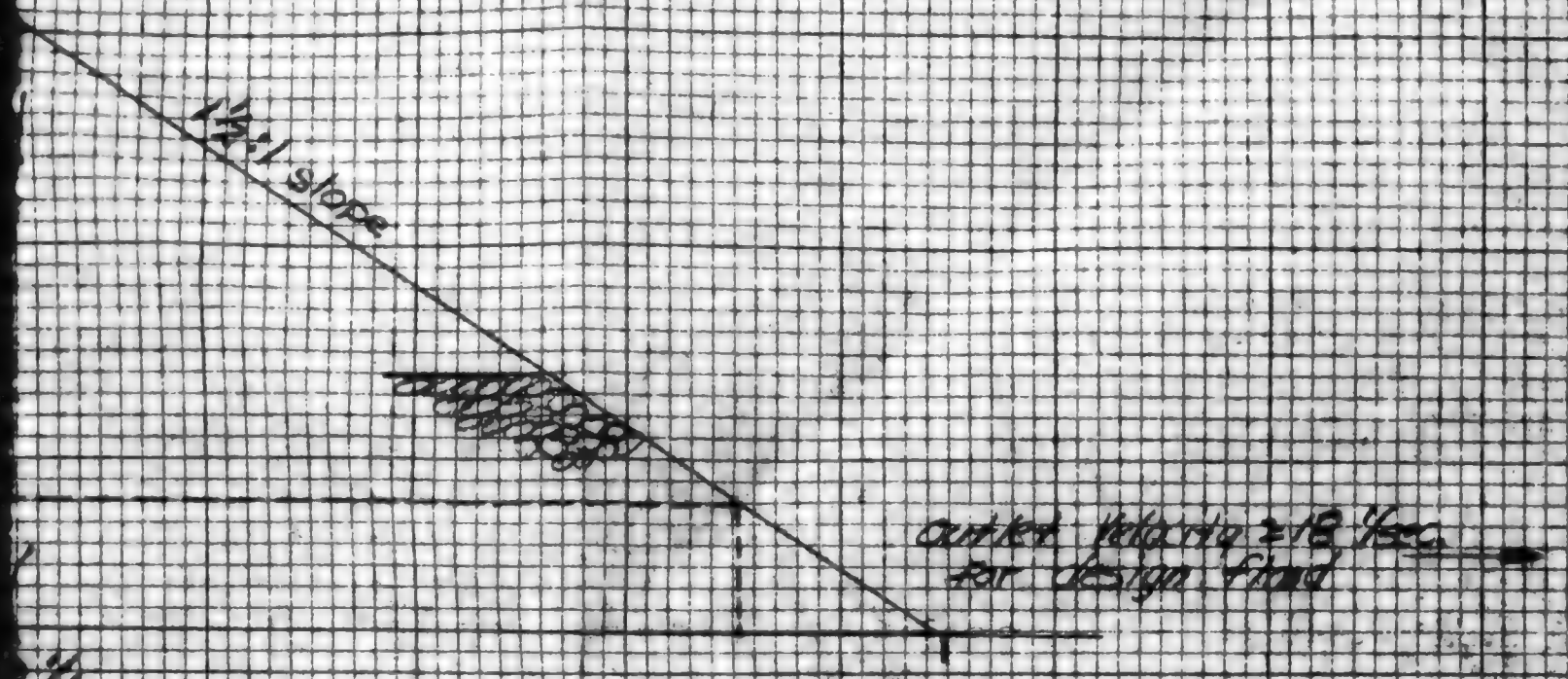
"B" equals :
1. Clear width of box culverts
2. Intercept width 1'-0" above invert for circular culverts



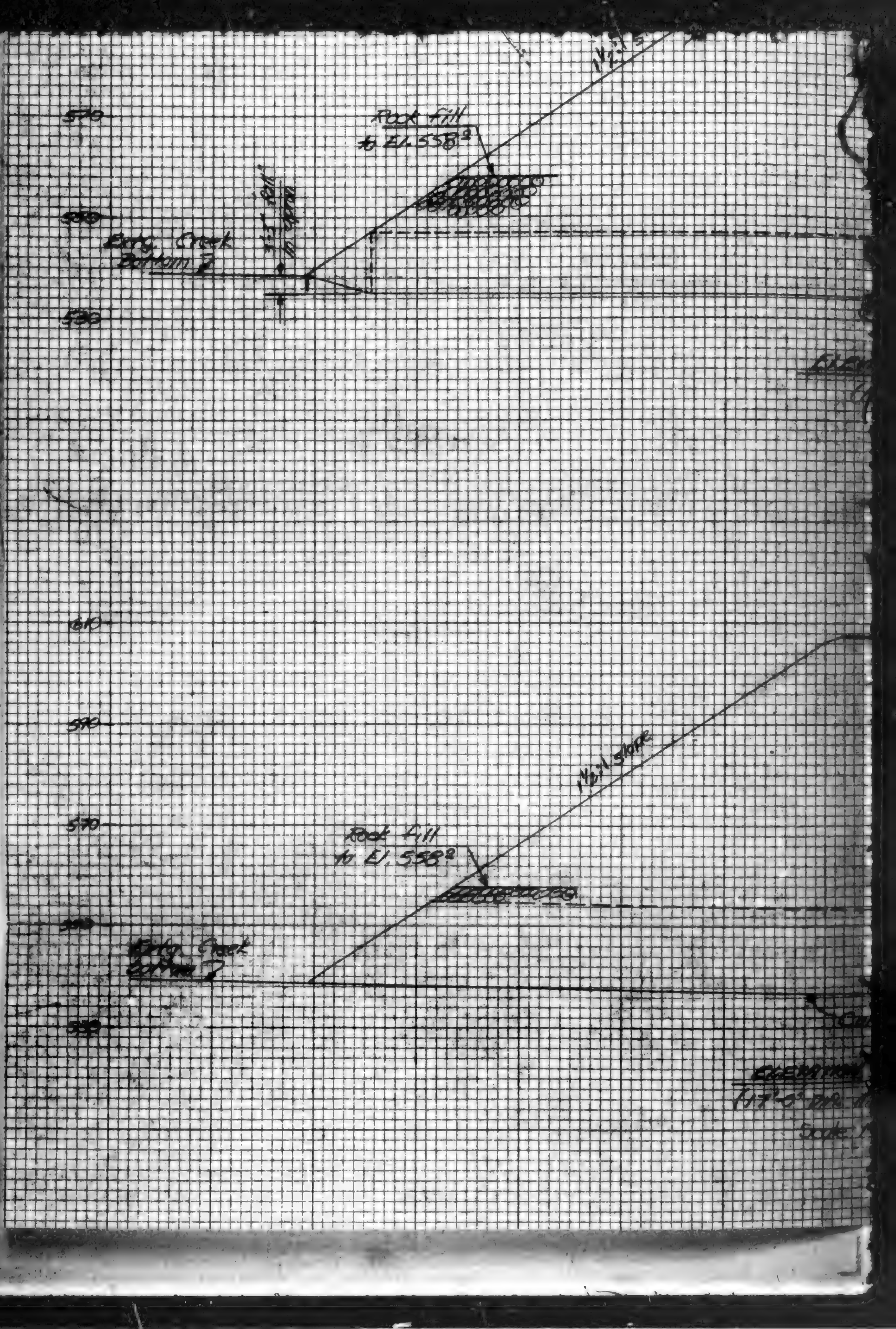
BAFFLE PATTERN

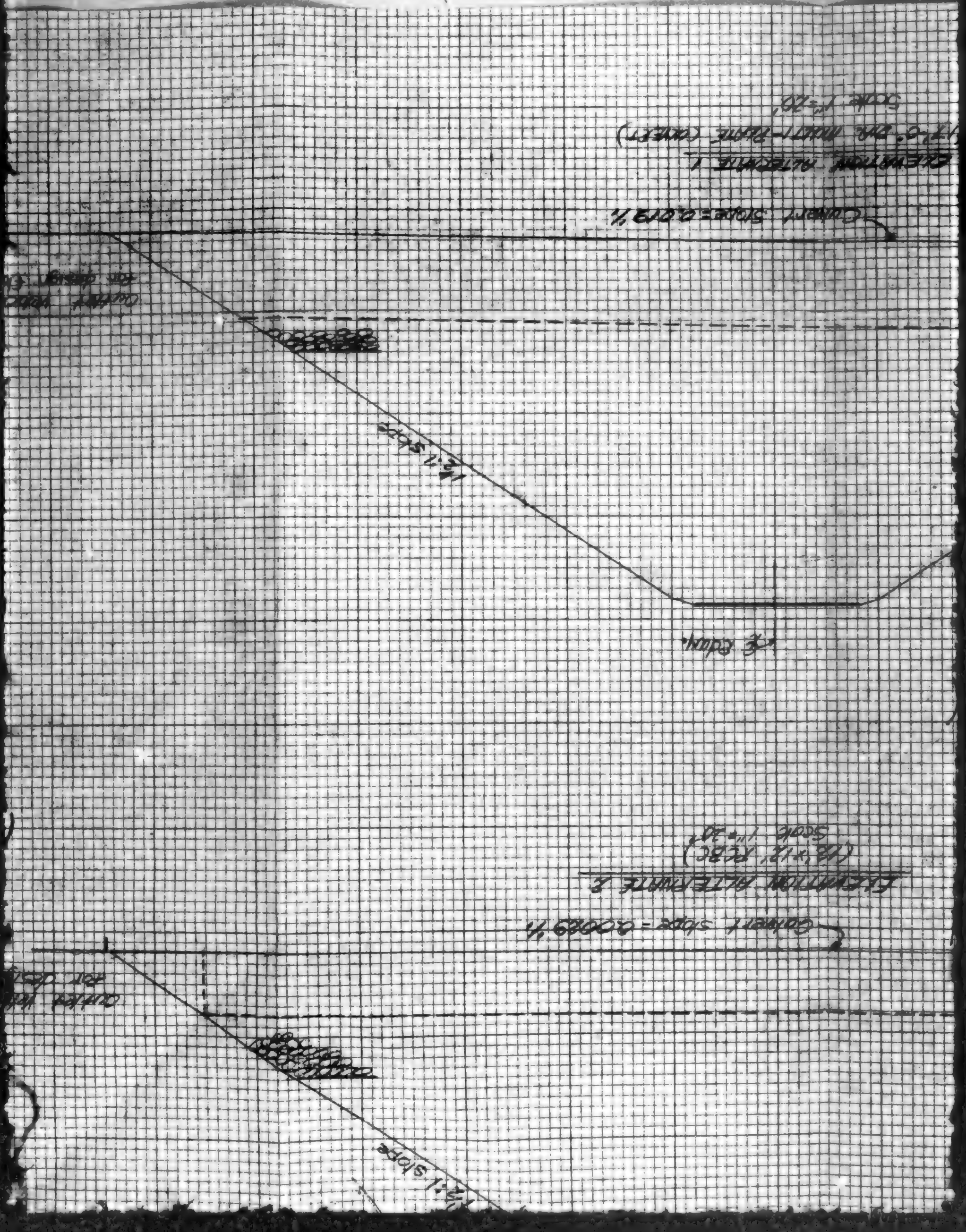

610
590
570
550
530
Rock fill
to El. 558.0
1½:1 slope
Stripped
Stream bed
Rock fill
to El. 558.0
1½:1 slope


Ex Pavt.
1½:1 slope
Pavement slope = 0.020 ft.
ELEVATION ALTERNATE 2
(12'+12' R.C.B.C.)
Scale 1"=20'
Ex Pavt.
1½:1 slope


1½:1 slope
outlet velocity = 13 ft/sec
for design flood

1½:1 slope
outlet velocity = 15 ft/sec
for design flood


590
580
570
560
550
540
610
600
590
580
570
560
550
Rock fill
to El. 555
Rock fill
to El. 538
Elevation
Elevation


Corner Slope = 0.0029 %
Elevation Datum
Scale 1" = 20'
1:1 Slope
Corner Slope = 0.0029 %
Elevation Datum
Scale 1" = 20'
1:1 Slope

1½:1 slope

current velocity = 18 ft/sec
for design flood

1½:1 slope

current velocity = 15 ft/sec
for design flood

PEAK CREEK
FLOOD PLAIN CROSS

8842

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: FRANK R. TERPIN
Location Engineer

DATE: December 14, 1977

FROM: ROBERT T. EWEN
Location Engineer

SUBJECT: Neal Creek Bridge-Dethman Ridge Rd.
Hood River County
Prefix: 514-1990

Submitted herewith is location survey for subject project. Also attached is letter from Josh Sawyer listing contents submitted.

The field office has been requested to obtain and forward tax lot maps covering the area of right-of-way needs. Our research has provided no information as to recorded completed alignment and right-of-way for Dethman Ridge Road. Alignment, as projected, can be utilized for acquisition of new right-of-way for proposed structure. A suggested width of 40' each side through structure areas and 30' each side through grading areas.

Proper attention should be given toward utilities crossing the canyon. A 6" high pressure gas-line is placed in a trench crossing the canyon and exact location remains to be determined by our utility engineer and survey forces. A telephone conduit is located on the south side of the existing structure.

By copy of this letter with map I am requesting Ted Inloes to check utilities with Sawyer on this survey.

Also by copy of this letter I am forwarding map to Dan Gano, Region Geologist, for any foundation exploration work as required.

Please advise if further data is required.

ja
Enclosures
cc: D. R. Adams
E. L. Hardt
J. Sawyer
T. Inloes - AH
D. Gano - AH

RECEIVED
DEC 14 1977
LOCATION SECTION

91-128-1387

Form 81-734-2040X

8842

QUANTITY & COST SUMMARY
OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Neal Creek Bridge - Dethman Ridge Road

F. A. S. ~~301~~ B428 - Hood River Co.

J. S. Sawyer, Resident Engineer

12-8-77

No.	Item	Unit	Net Quantity		Unit Price	Total
1	Mobilization	Lump Sum	All		Lump Sum	$32,000.00
2	Temporary Protection & Direction of Traffic	Lump Sum	All		Lump Sum	$5,580.00
3	Temporary Signing	Sq. Ft.	87		$6.50	570.00
4	Temporary Barricades	Each	6		100.00	600.00
5	Temporary Continuous Rail Traffic Barriers, Reflectorized	Lin. Ft.	150		6.00	900.00
6	Flagmen	Hour	160		18.00	2,880.00
	ROAD WORK					
7	Clearing and Grubbing	Lump Sum	All		Lump Sum	500.00
8	Embankment in Place	Cu. Yd.	1,250		4.00	5,000.00
9	Trench Excavation	Cu. Yd.	30		10.00	300.00
10	Watering	M-Gal	60		10.00	600.00
11	1" - 0 Aggregate Base	Tons	1,830		8.50	15,550.00
12	Class "C" Asphalt Concrete	Tons	800		30.00	24,000.00
13	Tack Coat	Tons	2		250.00	500.00
14	18 Inch Culvert Pipe	Lin. Ft.	40		20.00	800.00
15	Guard Rail, Type 2A	Lin. Ft.	200		15.00	3,000.00
16	Type B End Pieces	Each	4		75.00	300.00
	STRUCTURE					
17	Bridge Removal Work	Lump Sum	All		Lump Sum	10,000.00
18	Structure					306,900.00
	Estimate of individual structural items to be determined by design.					
	Price based on a 309 foot structure, 33 feet wide out to out at $30.00 per square foot.					

Form 81-734-3049X

QUANTITY & COST SUMMARY

OREGON STATE

HIGHWAY DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Neal Creek Bridge - Dathman Ridge Road
F.A.S. 301 Hood River Co.
J.S. Sawyer, Resident Engineer

Anticipated Items			
Adjust Utilities			
	Crystal Springs Water	$500.00	
	Hood River Electric	$500.00	
	Northwest Natural Gas Co.	$5,000.00	
	United Telephone Co.	$1,000.00	
	Total Anticipated Items	$7,000.00	
	Total of all Bid Items		$409,980.00
	~~Total Including Anticipated~~		~~$416,980.00~~
	Plus 20% Engineering & Contingencies		$83,400.00
	Total Contract Amount		$500,380.00

8242

12-8-77

Location Narrative Report
Neal Creek Bridge - Dethman Ridge Rd.
F.A.S. ~~301~~ B428
Hood River County
J.S. Sawyer, Resident Engineer
Prefix 514-1990

This bridge project was initiated to determine physical features, establish control lines and map the area to determine what construction items and quantities are necessary to replace an inadequate 309 foot structure with an H-20 rated structure.

The existing structure No. 15455, is located at M.P. 1.93 on F.A.S. 301, Dethman Ridge Road, crossing Neal Creek, a tribtary to Hood River. The bridge was constructed in 1910 of used materials and remodeled in 1960.

During sandblasting and painting of the structure in 1976, serious structural deficiencies were discovered by Region 1 Bridge Inspectors.

It is proposed to relocate the new structure upstream or Southerly from the existing bridge. The alignment will leave 3-feet to 4-feet between the structures during construction. The roadway realignment provides a 14° C.L. at the Easterly approach and an 8° C.L. at the Westerly approach. The grade has been left relatively unchanged, as only an extreme change would make any appreciable improvement. The existing roadway is 24-feet wide more or less. It is proposed that the roadway have two 12-foot lanes and two 4-foot paved shoulders.

It is anticipated that some borrow will be necessary to construct the road embankment. A county source is available at a County pit, which is a 5 mile haul from the project. Cost involvment is nil.

Region Geologist, Dan Gano, is making an attempt to acquire the "Dee" quarry. The quarry is located in Section 18, R.10.E., T.S. 1 N., W.M. The quarry is source # 14-15-1 and is a possibility for base and paving aggregates. Hood River County also has base rock and shoulder aggregates available that might be used.

Two road aproaches are within the project limits. I recommend that these be paved to the R/W line. It is further recommended that the 12-inch culvert in the approach opposite Sta. 9+00 be replaced with an 18-inch culvert pipe. The existing 12-inch pipe is old and of questionable value.

There is a moderate amount of clearing and grubbing which consists mostly of briars and small bushes. There is approximetly 0.37 acres involved.

The existing structure will remain in place during construction. Traffic will be controlled by signing, lighted barracades and flagmen.

Utilities within the project which may require adjusting are as follows:

Crystal Springs Water Co.
Odell, Oregon 97044
Telephone 354-1818
Fred Hultgren, Supt.
Utility consists of a 2-inch waterline.

Hood River Electric Coop
3521 Davis Dr.
Odell, Oregon 97044
Two poles, guys and overhead lines will need to be relocated.

Northwest Natural Gas Co.
The Dalles , Oregon 97058
Telephone 296-2229
A buried 6-inch gas line supplies gas to the communities nearby. The existing line is in close proximity to the footings of the new structure.
Note! The location of the gas, water and buried telephone cable on the vicinity map is approximate. Prior to any exploration for footings or other work the exact loc tions should be determined.

United Telephone Co. of the Northwest
601 State
Hood River , Oregon 97031
Telephone 386-2211
Telephone line is buried cable to the bridge, then into a 2-inch conduit suspended on the existing bridge.(Southerly side)

Further investgation with the utilities will be conducted by Region1 Utilities Engineer.

The construction items and their cost have been discussed with George Sanford, cost analyst, Salem. The estimate for the new structure is based on $30.00 per square foot of bridge deck as recommended by Paul Anderson, Bridge Design Section.

The project items are estimated at $409,980.00
Extra antic ipated items involve adjustment of utilities. A cursory estimate for this work is $7,000

Engineering and Contigencies are shown as 20% of all items or $83,000

Total estimated contract amount is $500,380.00

J.S. Sawyer

Resident Engineer

8842

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-30-77

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70336

FED[illegible] AID PROJECT NO.
[illegible]S-B428(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Copies to
Stafford
Patterson
Reynolds
Region 1
Bathum
Trout
Rose

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	9-30-77	Secondary Route B428
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
"Neal Creek (Dethman Ridge Rd.) (~~English Corner~~) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $69,000 - Federal Funds $59,200
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-26-77 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-30-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8842

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FAS B 428
Hood River County.

September 26, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: PROJECT DATA SUBMISSION
Item No. 70336
Project No. RS-B428(1)
Neal Creek (~~English Corner~~ Dethman Ridge) Bridge Section
Hood River County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

We request authorization to proceed with all phases of preliminary engineering including preliminary engineering by utility forces at an estimated total cost of $69,000 with federal funds of $59,200.

DRH:dpy

cc: R. N. Bothman (Metro)
Ed Hardt (Region 1)
H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-

September 23, 1977

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., approx. 3.5. mi. 5 of Hood River 58	ADT	PRESENT 670	FUTURE 1200 (66)			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Gr., Dr., Pave & Struc. 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary						COUNTY NAME Hood Riv	
	NAME OF URBAN AREA 17-31 — — —						ROUTE NO. S	FEDE B4

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42-48)	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PR TOTAL ESTIMATED COST (59)(66)	ESTIMATED PR FEDERAL F (67)
1	(14-15)	(16)	41	42		53				
5					PE			0.28	69,000	59,200
5					ROW			0.28	5,000	4,290
5					CONST (CODE) 6201 X081		Dethman Ridge Road "Neal Creek (~~English~~ ~~Corner~~) Bridge Section"	0.28	365,000	313,170
							PROJECT TOTALS	0.28	439,000	376,660
									(16)	(23)(24)

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

12-9-76

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ber 23, 1977

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
River (55)	ADT	670	1200 (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	70336 (14) (18)

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 7	SEQ. NO. 13	T. Projects Only POST MI. (24) (26)	DESIG. 27
					RS-	B 428	(1)		

COUNTY NAME: Hood River — CODE 027 (14) (15)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. S — FEDERAL-AID B428 (32) — STATE Co. Rd. (36) (37) — U.S. -- (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.28	69,000	59,200	9,800	--	
0.28	5,000	4,290	355	355(Co.)	
0.28	365,000	313,170	25,915	25,915(Co.)	ROW-60' min.; Access Control-None; Parking Restrictions-None.
0.28	439,000	376,660	36,070	26,270(Co.)	

(16) (23) (24) (33) REMARKS

USCOMM DUSCOMM-DC 48905-P61

Neal Creek (English Corner) Bridge Section
Project No. RS-B428(1)

Existing Facilities: Roadway -- Bituminous surfaced 2-12-ft. lanes with 4-ft. shoulders.

Structure--Neal Creek Br. No. 15455, HC 22-ft., Loading H-15, Steel Deck Girder approach spans with Steel Deck truss center span.

Adjacent Sections: Same as Roadway above.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Right-of-way acquisition all phases including relocation assistance and payments as required.

(3a) Construct on improved alignment, approximately 310 ft., Bulb T Main Span bridge with a roadway having HC 28', Loading of H-20.
Existing structure to be removed after new structure in service.

(3b) Grade, drain and high-type pavement on improved alignment to accomodate 2-12 ft. lanes with 4-ft. shoulders and incidental work common to this type of project.

Exceptions to Minimum Standards: None

System Action, Airports, Railroads Water Development, Recreation and Historical Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 30, 1977.

FHPM 4-1-4 Requirements:
State Clearinghouse -- A-95 review letter of approved dated November 3, 1976.
District 9 Clearinghouse-- It is our contention that this is a quasiclearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Futhermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the

project will m
patterns that
or underway.

FHPM 7-7-5 Re

Control of Uti

Note: This pr

-ft. lanes

, HC 22-ft.,
Girder approach
russ center span.

owing:

minary

cation assistance

ft.,
8',

re in service.

ignment to accomodate
work common to this

ecreation and Historical

urred in by FHWA on

ed dated November 3, 1976.
t this is a quasiclearinghouse
of its respective district or both that
Futhermore, it is our opinion that
s such that it will not affect decisions
to the clearinghouse agencies, as the

project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Statues and Regualtions.

Control of Utilities: The state does not have, at this time, the legal authority to control the use of utilities are the right-of-way of this project. A state-county agreement is being prepared to comply with paragraph 6d(1) of PPM 30.4-1.

Note: This project is in Congressional District No. 2.

8842

September 16, 1977

Mr. Larry Williams
Executive Director
Oregon Environmental Council
2637 SW Water Avenue
Portland, OR 97201

RE: Neal Creek Bridge Section
Hood River County

Selected City Off System
Streets - (Dufur)
Wasco County

Highway 211 to North
Shirley Street
Clackamas County

River Road - OSH 99E
Clackamas County

NOTED
E. S. HUNTER

Dear Mr. Williams:

Attached for your information is an environmental statement for the subject project.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

RECEIVED
TECHNICAL SERVICES
SEP 19 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GAP:cjh

Attachments

bc: E. S. Hunter

8842

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: September 8, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Neal Creek Bridge Section
Deathman Ridge Road (FAS 301)
Hood River County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1: Ed Hardt
District 2: W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-7-77

81-125-1387

8842

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 30, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project RS-B4281(-)
PROJECT ASSESSMENT
Neal Creek Bridge Section
Hood River County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's August 5, 1977, letter has been reviewed.

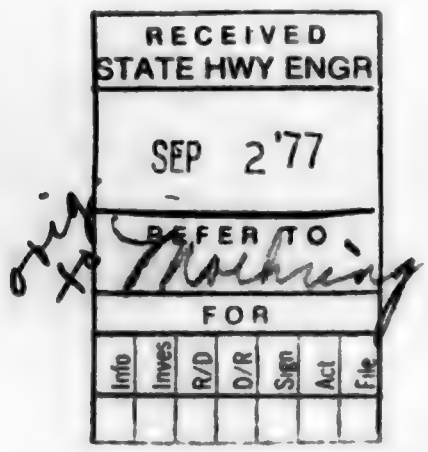
We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
G. L. Green

for

cc:
OSHD (Reg. 1, Env.)
ODOT (Laux, Potter)



8842

CCN 21-8
Hd. RC

August 29, 1977

Board of County Commissioners
Hood River County
Courthouse
Hood River, OR 97031

MISC. CONTRACTS and AGREEMENTS No. 6181

Attention: Donna M. Layman
Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Neal Creek Bridge Section of Dethman Ridge Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Ekm

Att.

cc Don Harwell (agree. att.)

8842

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: July 26, 1977

FAS B 432
Hood R. Wm C.

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Right-of-Way Agreement
Neal Creek Bridge
Dethman Ridge Road
Hood River County

Jim Lyon, Acting County Engineer for Hood River County, has sent the attached letter requesting that the State purchase right-of-way and material sources for construction of the Neal Creek Bridge on Dethman Ridge Road. It is my understanding that the required right-of-way is unimproved and consists of only one or two parcels.

Please take whatever steps are necessary to process this request and if anything further is needed from Hood River County, please advise.

Done 8/1/77 (W)

JR/ldo

Attachments

cc: Region 1

cc Rod Henry w/copy Lyons letter
Also Orig print of assessor map

Please prepare and follow up with R/W agreement etc
A Wimer

cc DE Swan wo/attach

cc Jon Rose wo/attach

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE (W) FAE ☐ OPE ☐
JUL 29 1977

File: PM FA
TAA ____ LG OP

√ (W)

NOTED

B

81-125-1367

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031

PHONE: 386-2616

July 22, 1977

Jon Rose
Federal Aid Engineer
Dept. of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Ore 97213

English Corner

Subject: Dethman Ridge Road Bridge (FAS B428)
Misc. Contracts & Agreements #6181

Dear Mr. Rose,

In accordance with the agreement for the subject project we would like to have the State prepare a supplemental agreement to have the State obtain the necessary right-of-way and material sources for construction of the project.

We are enclosing copies of the assessor's maps applicable to the project.

Very truly yours,

James F. Lyon,
Acting County Engineer

JFL:bw

Enclosures

8842

STATE OF OREGO[N]

INTEROF[F]E MEMO

TO: D. H. MOEHRING
Program Management Engineer

DATE: June 22, 1977

FROM: R. T. EWEN
Region Location Engineer

SUBJECT: Programming request
Neal Creek Bridge Section
Deathman Ridge Road FAS 301
Hood River County

APPR. BY TRANS. COM. 6-21-77

The subject bridge replacement project is a request by Hood River County. It has recently been approved by the Oregon Transportation Commission at their June 21 meeting.

The project is estimated at $434,000 which includes $69,000 for preliminary engineering.

Preliminary engineering and construction will be done by the Department of Transportation. Attached is the following information for programming the project:

1. Letter request and project from Hood River County
2. Project assessment letter submitted to Gary Potter
3. Authority for survey for preliminary engineering

Please advise if any additional information is required for programming this project.

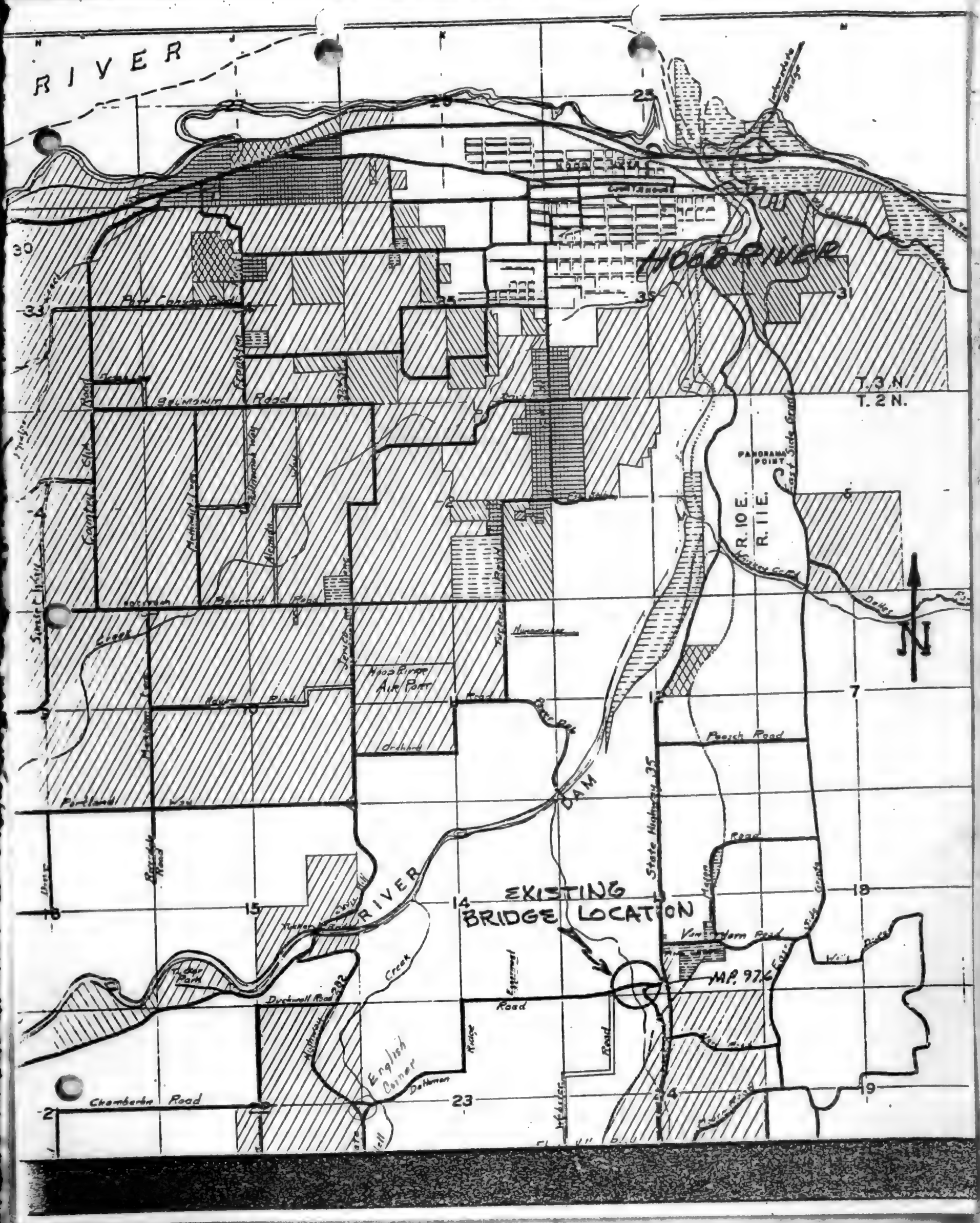
ebg

enclosures

6-28-77
Authority for Survey to Terpin. V

cc: E. L. Hardt
F. E. Terpin
G. A. Potter
J. R. Rose

81-125-1397


RIVER
Hood River
EXISTING
BRIDGE LOCATION
DAM
T. 3 N.
T. 2 N.
R. 10 E.
R. 11 E.
PANORAMA POINT
East Side Grade
Belmont Road
Frankton Road
Post Canyon Road
Chamberlain Road
Portland Way
Hood River Air Port
Parish Road
State Highway 35
Van Horn Road
Eggerman Road
Dethman Ridge
English Corner
Tucker Park
Ducheall Road
Creek
Ridge
Road
MP. 97.6
N

8842

9

Form E-23 (Rev. 9-75)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

(FINISH COUNTY)

Section Neal Creek Bridge — Date June 21, 1977

Highway Deathman Ridge Road FAS ~~301~~ B428 — Authorization No. 1

County Hood River — Survey Prefix 514-1990 (Assigned by Salem office)

Description of termini, route, length, etc.:

Neal Creek Bridge is located approximately 1,000' west of mile post 97.59 on the Mt. Hood Loop Highway, Rt. #35. The overall length of the survey is 1,500 linear feet.

Proposed: New bridge with approaches

Purpose of survey: Perform field survey; prepare plans, specifications, and estimate.

RS-B428(1)

Category III M
FAS-6

		Estimate of Cost
Field Survey	(901)	25,000
Citizen Participation	(902)	2,000
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	4,000
Bridge Design	(906)	15,000
Preliminary Design	(907)	-
R/W Descriptions	(909)	3,000
Soils & Geology	(910)	1,500
Traffic	(911)	500
Landscape	(912)	-
Liaison R/W	(913)	1,000
Utility	(914)	500
Photogrammetry	(916)	-
Location Studies	(918)	1,000
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	2,000
Environmental	(923)	5,000
Planning	(924)	-
Foundation Exploration	(926)	6,000
Seminars	(950)	500
Hearings	(980)	2,000
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

Total estimated cost of survey $69,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by: Robert T. Ewen
R. T. Ewen, Metro Location Engineer

Recommended for Approval: Frank E. Pespisa
Location Engineer

Recommended for Approval: H. C. Olsen for
R. H. Bothman, Ass't. State Highway Engineer

Approved: E. S. Hunter
Deputy State Highway Engineer

OFFICE ENGINEERING SECTION
P. E. APPR 9-30-77
FED. AID FAS-L STATE

N F.A.

DATE: June 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FASC Project Requests

On the Consent Calendar for the June 21 meeting will be eight requests for approval of Federal Aid Secondary System Projects.

Clatsop County is requesting a $575,000 project to reconstruct a 0.53 mile section of Youngs River Loop Road and to replace the bridge across Youngs River.

A $365,000 project to realign approximately 1,500 feet of Dethman Ridge Road and construct a structure across Neal Creek is being requested by Hood River County.

The request from Lane County is for replacing an existing wooden bridge crossing EWEB power canal with a concrete structure estimated to cost $135,000.

Linn County is requesting a $490,000 project to replace the existing steel bridge crossing the South Santiam River on Pleasant Valley Road in Sweet Home.

The request from Malheur County is for a $107,000 project to replace a pony truss bridge with a concrete structure crossing Bully Creek on Airport Road.

A $198,000 project to widen and improve a 0.48 mile section of N.E. 8th Avenue in MiltonFreewater is the request from Umatilla County.

Union County's request is for replacing a deficient bridge across the Grande Ronde River on Pierce Lane with a concrete structure estimated to cost $182,000.

The request from Wallowa County is for a $154,000 project to construct a structure across the Imnaha River and realign approximately 900 feet of Imnaha River Road.

Federal Aid Secondary funds for these projects is estimated at $1,897,160 with the State providing approximately $154,420 in match funds and a like amount being contributed by the counties.

These projects have been investigated and are eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachments (20)

GEZ:ljt

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
V. E. Skoog
E. L. Hardt, Reg. 1
John Sheldrake, Reg. 2
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell
Max Klotz

6-6-77

HOOD RIVER COUNTY
Proposed FAS-C Project

Neal Creek Bridge
Dethman Ridge Road, FAS B428
Grade, Pave and Structure
0.28 mile
$365,000

This project involves realigning approximately 1,500 feet of roadway and constructing a modern structure on the new alignment across Neal Creek. The structure will be approximately 310 feet long and provide a 28-foot clear roadway.

State will perform preliminary and construction engineering.

Right-of-way will be acquired for the project and the amount will be determined during the preliminary engineering phase.

App'd by DOT Comm
6/6/77

77-a
6/6/77

PROPOSED FAS-C PROJECT

HOOD RIVER

BINGEN

Oak Grove

Pine Grove

Dukes Valley

ODELL

MIDDLE VALLEY

KOBERG BEACH

WAYSIDE 4

OLD DALLES ROAD

DOUGLAS RD.

REED RD.

CANYON RD.

FR. RD. SENECA FOUTS MEMORIAL STATE PARK

WILLOW FLAT RD.

BILL FURROW RD.

TOM PETERS RD.

FIR PRAIRIE RD.

MTN LOOP RD.

NEAL CREEK

	1973	1997
ADT	690	1100
DHV	100	150

3842

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 17, 1977

Section Bridge No. 15455 Unit (if appl)

County Hood River City

Highway FAS 301-Bridge No. 15455 (Dethman Bridge) State Hwy. No.

Termini: M.P.(if appl) Length

Region I Construction Estimate $434,000
Program Amount

B. Purpose of Project: Correct hazardous bridge situation by removing existing substandard 309 foot, 5 span structure - replace with adequate H-20 rated structure.

C. Origin & History of Project: During sandblasting and painting of the structure in 1976, serious structural deficiencies were discovered. The bridge was constructed in 1910 and remodeled in 1960. The bridge was constructed of used materials originally, and design was inadequate. Oregon State Bridge Division has investigated the structure and found it inadequate.

D. General Description of Project: Remove existing structure. Replace with H-20 rated structure conforming to Oregon State Bridge requirements. Possibly relocate structure approximately 50 feet to the south to eliminate curves at both approaches. Existing structure would not be removed until new structure is completed.

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. yes ; Parking no

Proposed: No. Lanes 2 ; Med. no ; Shldrs. yes ; Parking no

Traffic: Existing Facility: Existing ADT 670 ; Projected ADT 1,200 ; Yr. 1997

Existing Level of Service A

Proposed Facility: Projected ADT 1,200 ; Yr. 1997

Projected Level of Service A

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 4

Acres To be determined; Type of Relocation Req. none; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local pit for borrow

Type of Structure(s):

Remove existing 309 foot bridge - replace with H-20 rated structure.

Brief Description of River or Stream and Type of Involvement, if any: Existing structure is located approximately 80 feet above Neal Creek - a small tributary to the Hood River. No bridge piers will be placed in the stream.

Local City, County or COG priorities of project:

None

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe): Alternatives to location amount to various horizontal alignment choices - all within 150 feet, plus or minus, south of the existing bridge.

Other Descriptive Information or Comments: By re-alignment of the bridge, hazardous approaches can be eliminated and correct not only the substandard structure but the whole traffic situation.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project will cross a steep draw and small stream. The draw is approximately 300 feet wide at the top and 80 feet deep. The stream is a small tributary of the Hood River.

The vegetation in the adjacent area is typical of orchard land and large parcel residential use. The draw is heavily wooded with vine maple, blackberry, alder, black cottonwood, Douglas Fir, and Ponderosa pine among those species present.

Neal Creek is a significant spawning stream for anadromous fish as well as being a periodically stocked stream for recreational trout fishing.

2. Cultural: The land use in the area adjacent to the project is farm use - A-1, primarily consisting of orchard land and large parcel residential.

Noise is generally minimal except for occasional trucks. The noise level should improve by removing steep grades at both ends of the bridge, along with re-aligning the approaches, thus making truck traffic flow more easily.

There will be no aesthetic changes except the structure itself.

Transportation related air quality impacts are nonsignificant for this project area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Right-of-way requirements depend on preliminary design but should have minimal effect on the environment inasmuch as the right-of-way requirements will be small.

2. Estimated Impact on Traffic Patterns:
   A. Traffic pattern should remain basically the same as that prior to placement of bridge use restructions. (The bridge has recently been assigned a load limit of 10 tons).
   B. Fire trucks will no longer be prohibited from using the bridge.

   Consequences--Air Quality, Noise, Safety, etc.:
   A. Out of way regional trips as a result of the imposed load restriction will be essentially eliminated, especially for heavily laden fruit trucks.
   B. Better regional fire protection.

3. Estimated Impact on Land Use:

   No significant impact is expected.

   Consequences:

4. Expected Impact on Natural Ecological Resources: A slight temporary disturbance to local terrestrial and aquatic habitat may occur during construction. Proper construction techniques will be used to keep impact at a minimum.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources: A Cultural Resource Study may be required due to the anticipated disturbance of previously undisturbed land.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern: Do not foresee any problem areas as bridge is of primary importance to Hood River County.

7. Potential for Controversial Issues:

None foreseen

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Project will enhance traffic flow and reduce vehicle emissions - consistent.

b. Noise Standards - Noise levels from trucks should be reduced - consistent.

c. Water Quality Standards - Project will not alter water quality - consistent.

d. Area Land Use and Transportation Plans, and Zoning - The project is a replacement of an existing structure on the County Comprehensive Plan and a FAS route - consistent.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	__x__ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4

FEDERAL AID PROJECT REQUEST

Date January 20, 1977

Applicant Agency Hood River County
Request for: Off-System ____, FAS-C X, FAUS ____ Project
Federal Aid Route No. FAS 301 Route Name Dethman Ridge Road
Project Name Dethman Ridge Bridge

Project Length 1500 feet Project Location (Attach sketch map)
Project Description Remove structurally inadequate 309 foot bridge structure
Replace with H-20 rated structure, realigned to provide improved approach conditions,
including the improvement at the approaches.

Average Daily Traffic 670 (year 1973) Design Speed 45 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32 ft. Travel Lanes 2 @ 12 ft. Shoulders 2 @ 4 ft.
Medians Parking
Sidewalks
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 ft. Travel Lanes 2 @ 12 ft. Shoulders 2 @ 4 ft.
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum 60 ft. Maximum 60 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks Right of Way needs to be determined upon completion of preliminary engineering.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: #15455.

Location M.P. 1.93 - Neal Creek Crossing

Type 4 simple spans with a 130 ft. truss at midspan

Approach Roadway Width 24 ft. Shoulder Width 32 ft.

Length 309 ft. Width 22 ft. roadway

To remain in place? Remove and replace with H-20 rated structure.

2. Proposed Structure:

Location M.P. 1.93 - Neal Creek Crossing

Approximate Size: Length 309 ft. * Width 28 ft. roadway

*Note: Length will depend on preliminary engineering study.

needs to be same width as shoulders 32'

Are sidewalk/bikeways desired: Bikeway to be determined during preliminary engineering.

Are any utilities to be attached to structure? yes

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No no

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Hood River County Dept. of P.W.-Director-Ron Merry Office
2. Environmental — Hood River County Dept. of P.W.-Director-Ron Merry Office
3. Public Hearing — Hood River County Dept. of P.W.-Director-Ron Merry Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes_____ No X

If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 25,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	340,000
Structures	
Railroad	
Other_____	
Preliminary engineering	69,000
PROJECT TOTAL	$ 434,000

Remarks Based upon Oregon State Highway Bridge Department preliminary rough estimate.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Hood River COUNTY

By_____ By Ronald J Merry DIRECTOR OF PUBLIC WORKS

By_____ By_____

By_____

(1976)

DEPARTMENT OF PUBLIC WORKS
918 18TH STREET
HOOD RIVER, OREGON 97031

PHONE: 386-2616

June 2, 1977

ME PE PR1 PR2 DE
C.S.H.D. - METRO

JUN 7 '77

NOTED
JON ROSE

IOR FILE TA

Jon Rose
Regional State Engineer
Oregon State Highway Div.
P.O. Box 02157
Portland, Ore 97202

Dear Jon,

Enclosed is a copy of a letter that was sent to the Hood River County Board of Commissioners from the fire districts in Hood River County emphasizing the need and the prompt replacement of the Dethman Ridge Bridge over the Neal Creek. On this bridge project would it be possible to get a tentative schedule of when we can expect a construction contract and a projected completion of the project.

Thank you.

Very truly yours,

Ronald J. Merry

Ronald J. Merry,
Director

RJM:bw

F[illegible] 28, 1977

Hood River County Commissioners
Hood River County Courthouse
Hood River, Oregon 97031

Gentlemen:

This letter is in regard to the condition of the Dethman Ridge Drive Bridge that crosses over the Neal Creek west of Highway 35.

Due to the unsafe condition of this bridge, response of fire equipment is greatly restricted or prohibited from using this vital link serving the citizens of the middle valley.

The Fire Districts of Pine Grove, Odell and West Side, depend heavily on this route for response to each others assistance in Mutual Aid assistance for greater alarm fires. Without the ability to cross this bridge response time is greatly increased which could result in greater loss of lives and property.

The Rural Fire Districts of Pine Grove, Odell and West Side respectfully request the Hood River County Commissioners to act upon this matter without delay.

Yours truly,

Robert B. Shepard
Chief, Pine Grove F.D.

Kenneth C Palmer
Chief, Odell Fire Dept.

Robert K. Hazelwood
Chief, West Side F. D.

98:12

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

70336 ENGLISH CORNER FAS-B428

APPLICANT: Oregon HIghway Division

PROJECT TITLE: Dist. #9, FY'77 Annual Program Project (#70336)

DATE: November 3, 1976 Hood Riv. Co.

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

11/5/76
cc: G. L. Green — Bridge
H. S. Coulter — Region 1: W. J. Hart
F. E. Terpin — District 2c: H. E. Woodward
J. B. Boyd — Aeronautics Division
R. E. Royer — Paul Hartwig, Parks
J. H. Versteeg — B. L. Gifford
Gary Potter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 460

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 8 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

9-29-76
BEN GIFFORD

PNRS #2

JH W

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
DIV OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 460 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By Carl G. Johnson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

OCT 27 1975

PNRS STATE REVIEW

Project #: 7610 2 460 Due Date: 10-29-76

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( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We request that the district biologist (Al Lichens, 296-4628, The Dalles) be contacted during the location and design stages.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 10/25/76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
OCT 12 1976
SALEM

PNRS STATE REVIEW

Project #: 7610 2 460 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Donna Hepp for John Gustafson

(#2) 8192

Item: 70336

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic
Development District
Wasco County Courthouse, Annex B
The Dalles, OR 97058

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 9
Section: District 9,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: Carl M. Williams
District Engineer: R. S. Hawkins
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Item: 70336

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT: State Highway Division	[45	46] DIVISION: Department of Transportation		[79
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45	46] CITY: Salem	76] ZIP: 97310	[80
04	12] CONTACT PERSON: L. W. Rulien	[45	46] AREA CODE: 503	49] PHONE: 378	56] EXTENSION: 6563 [59
01	12] PROJECT TITLE: District 9, FY 77 Annual Program Project for Review				[71
11	12] PROJECT LOCATION—CITY: See Attachment	PROJECT LOCATION—COUNTY: Attach.	PROJECT LOCATION SEC: Attach. T: R:		[79
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	12] Please refer to the attached information covering proposed construction projects				[71
07	12] which funds are anticipated to be obligated during the fiscal year October 1 -				[71
08	12] September 30, 1977. Item 70336.				[71
09	12]				[71
10	12]				[71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	96,750	-	7,875	7,875	-	112,500

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways		[71
15	12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October 43] DAY [44: 25 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

•

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%___	$___	%___	$___	%___ $___
Second Year	%___	$___	%___	$___	%___ $___
Third Year	%___	$___	%___	$___	%___ $___

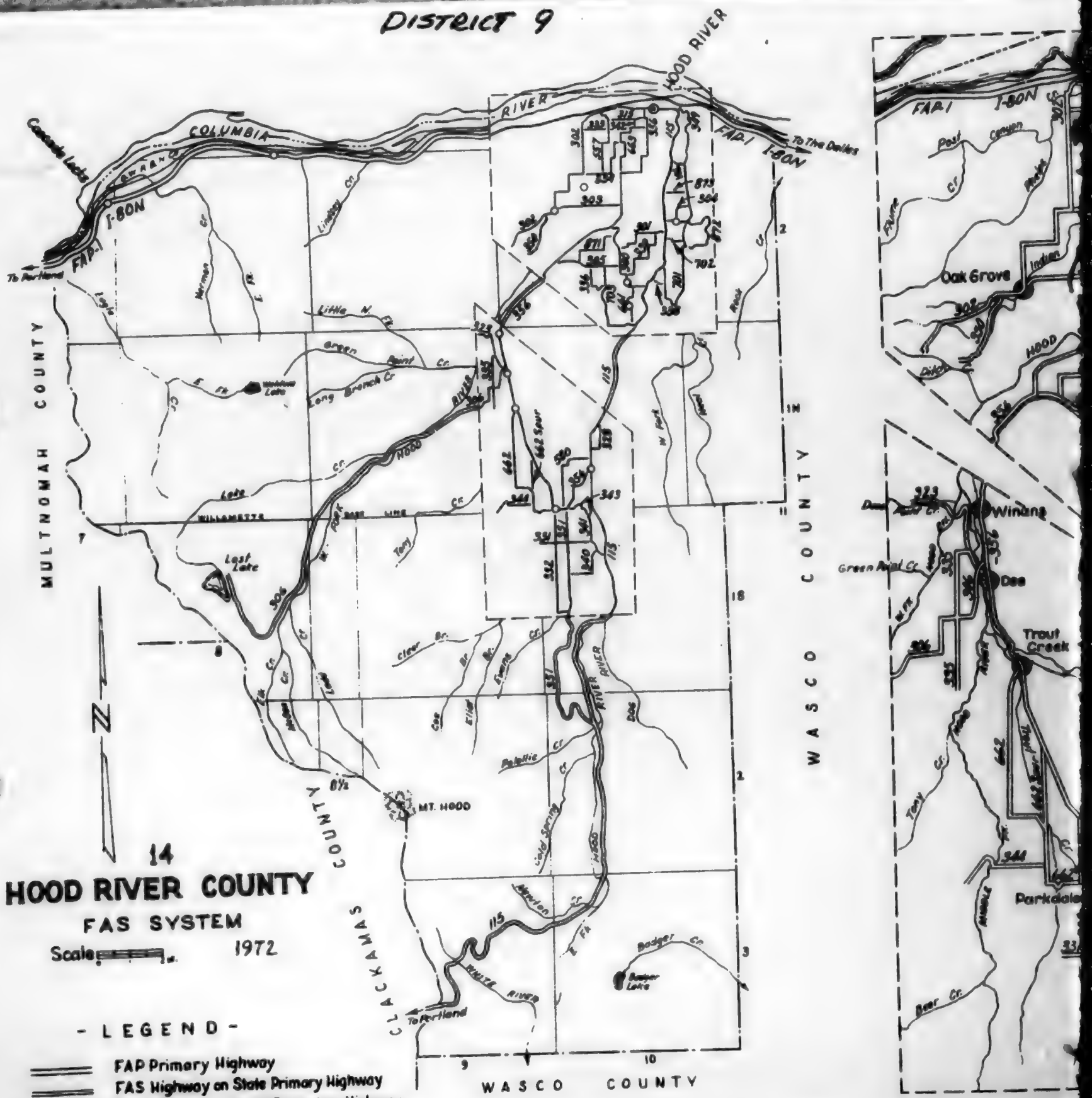
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

DISTRICT 9



14

HOOD RIVER COUNTY

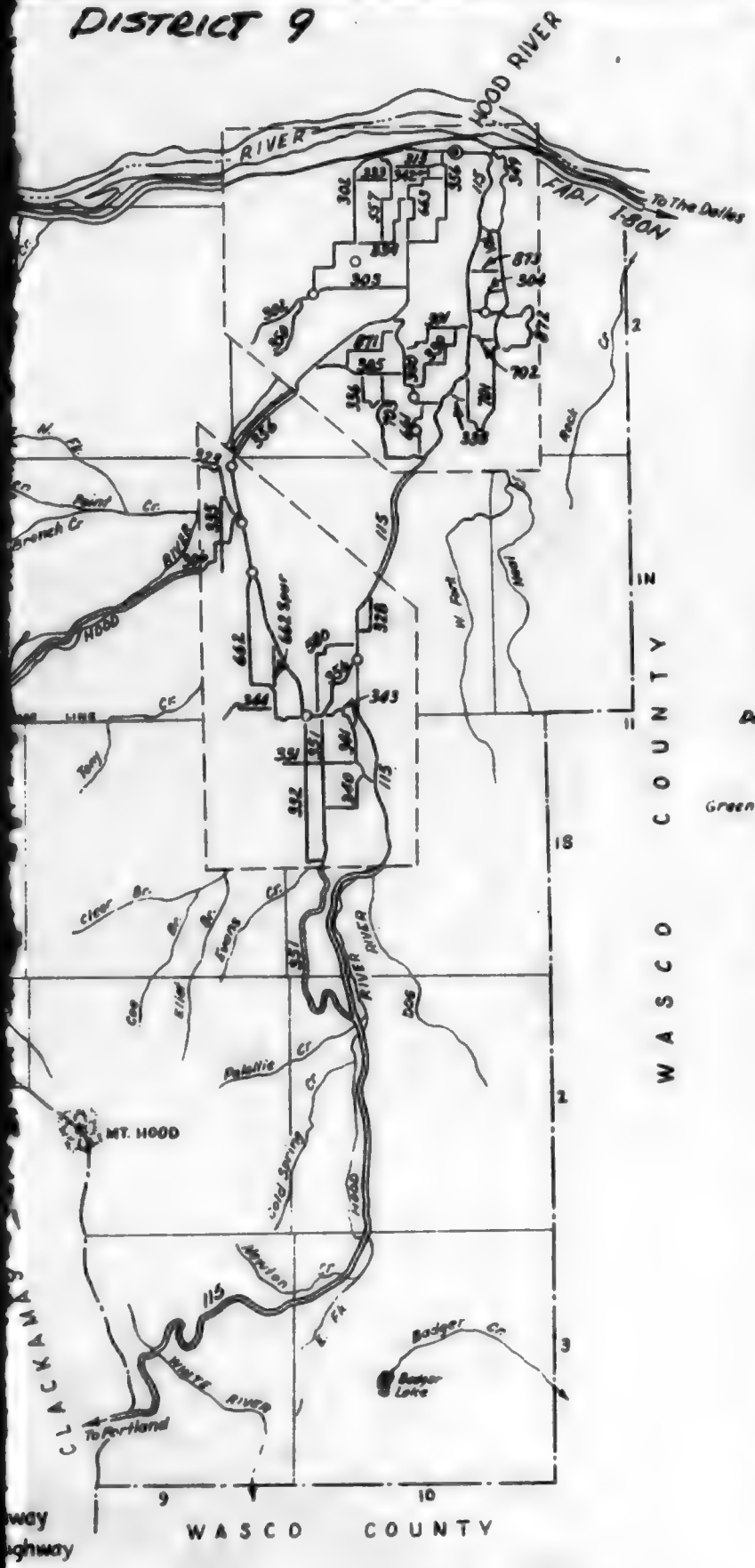
FAS SYSTEM

Scale: 1" = 1 mi. 1972

- LEGEND -

- FAP Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

DISTRICT 9


HOOD RIVER
RIVER
FAP I
I-80N
To The Dalles
Post Canyon Cr.
Rocky Cr.
Indian Cr.
Rockford
Oak Grove
Van Horn
Odell
Dukes Valley
Whiskey Cr.
Hood River Ditch
Green Point Cr.
Winans
Dee
Trout Creek
Tony Cr.
Mt. Hood
Parkdale
Bear Cr.
Clear Br.
Evans Cr.
Pollalie Cr.
MT. HOOD
Cold Spring Cr.
Mudon Cr.
Badger Cr.
Badger Lake
WHITE RIVER
To Portland
HOOD
115
R 10E
R 11E
T 1S
T 1N
T 2
T 3
9
10
WASCO COUNTY
CLACKAMAS
way
ighway

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

70336

Proposed Applicant: HOOD RIVER COUNTY

Type of Federal Funds: ANNUAL FEDERAL AID PROGRAM

Street or Road: DETHMAN RIDGE ROAD F.A. Route No. FAS 301 B 12R

Section: English Corner West to State Hwy # 282 Length: 0.65 miles

Type of Work Involved:	Yes	No
Grading	x	
Paving	x	
Structures	x	
Signals		x
Illumination		x
Railroad Protection		x
Right-of-Way	x	
Preliminary Engineering	x	
Other:		x

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering	x		$ 3,000
Right-of-Way	x		$ 5,000
Construction	x		$ 104,500

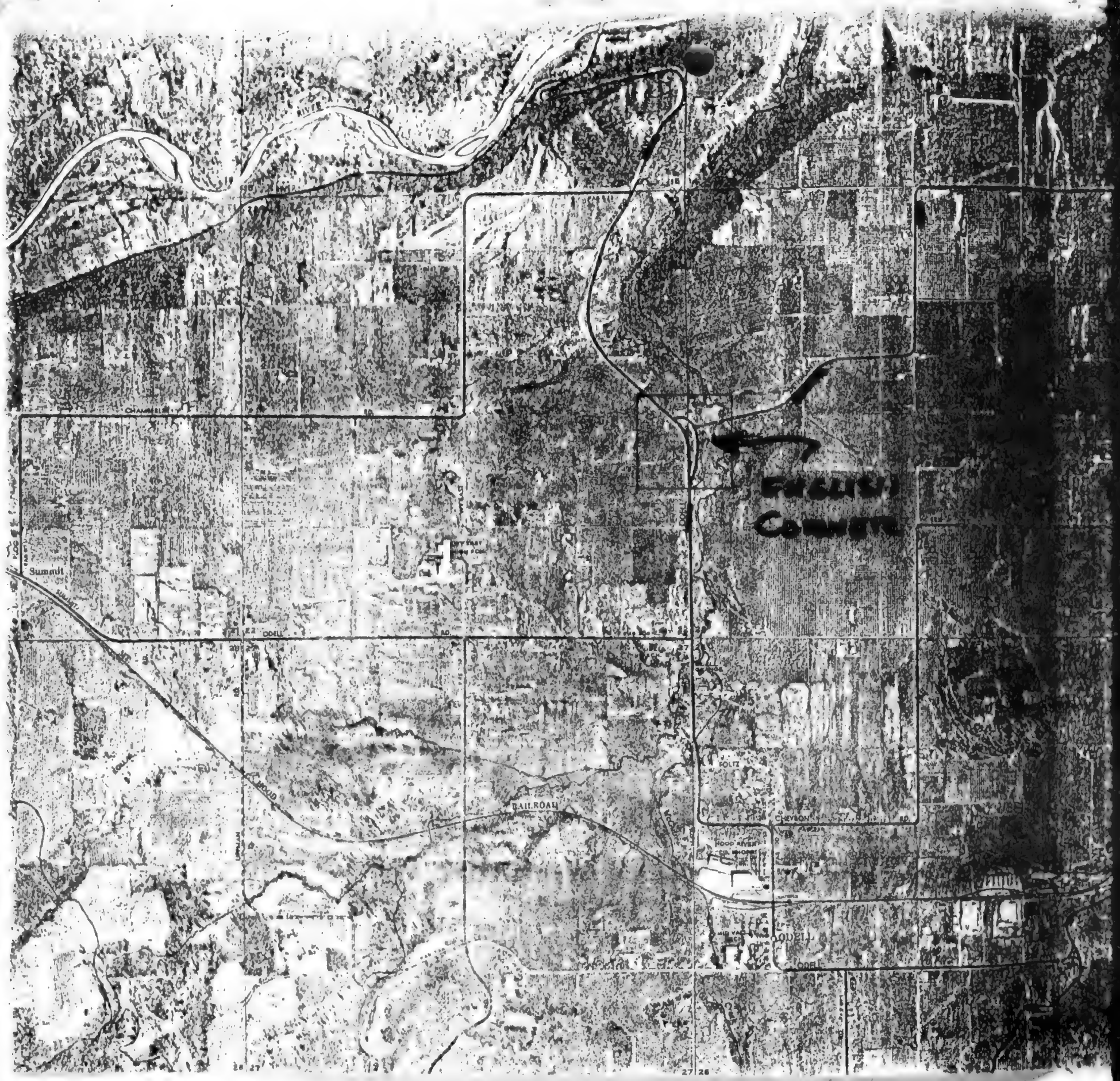
Remarks: 1. Existing design is inadequate for present traffic demands.
2. Existing blind hazardous intersection onto State Hwy 282.
3. Major farm to market route.
4. Roadway has outlived it structural design life.
5. Present bridge was widened several years ago in a temporary piece meal fashion and its replacement is essential for improvement of intersection onto State Hwy 282.

By Ronald J. Mengy

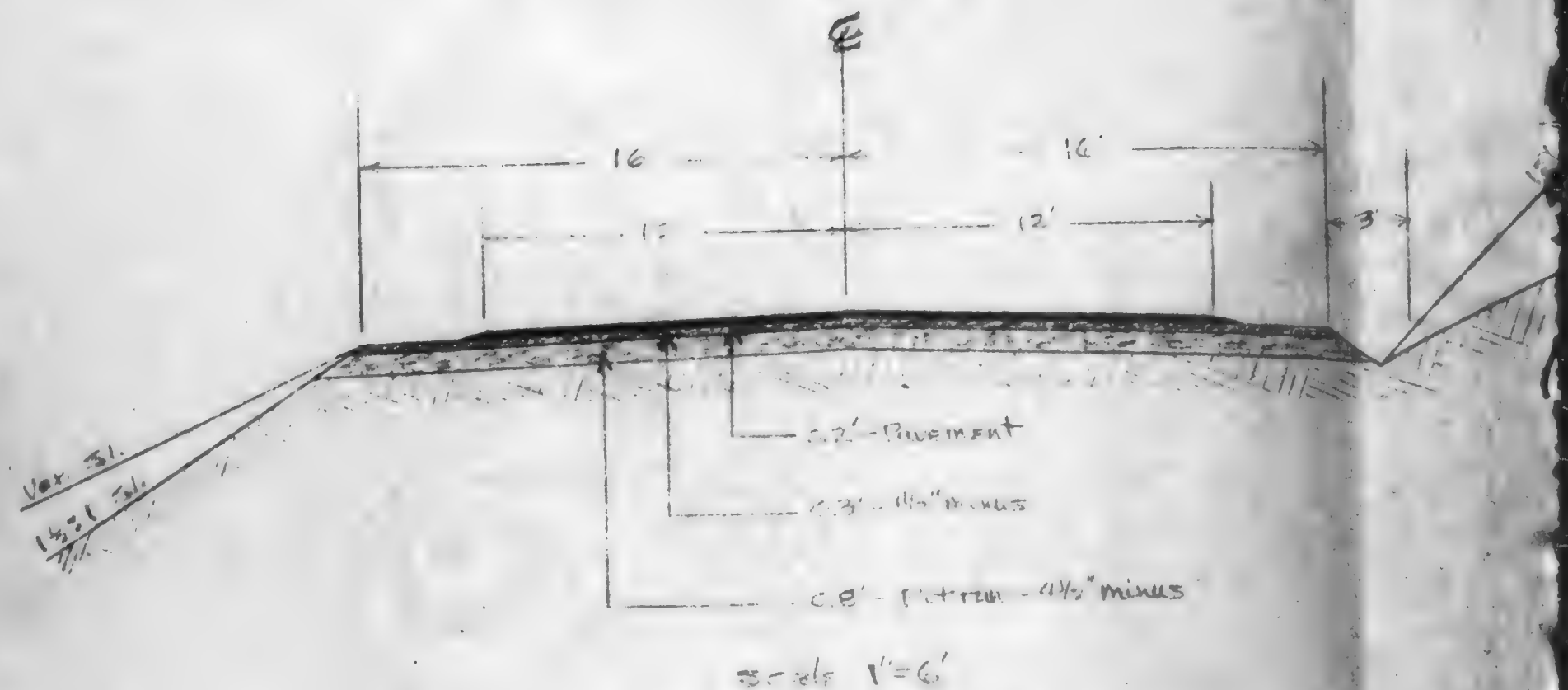
Title Director of Public Works

Date June 11, 1976

RU:sch
5/17/76

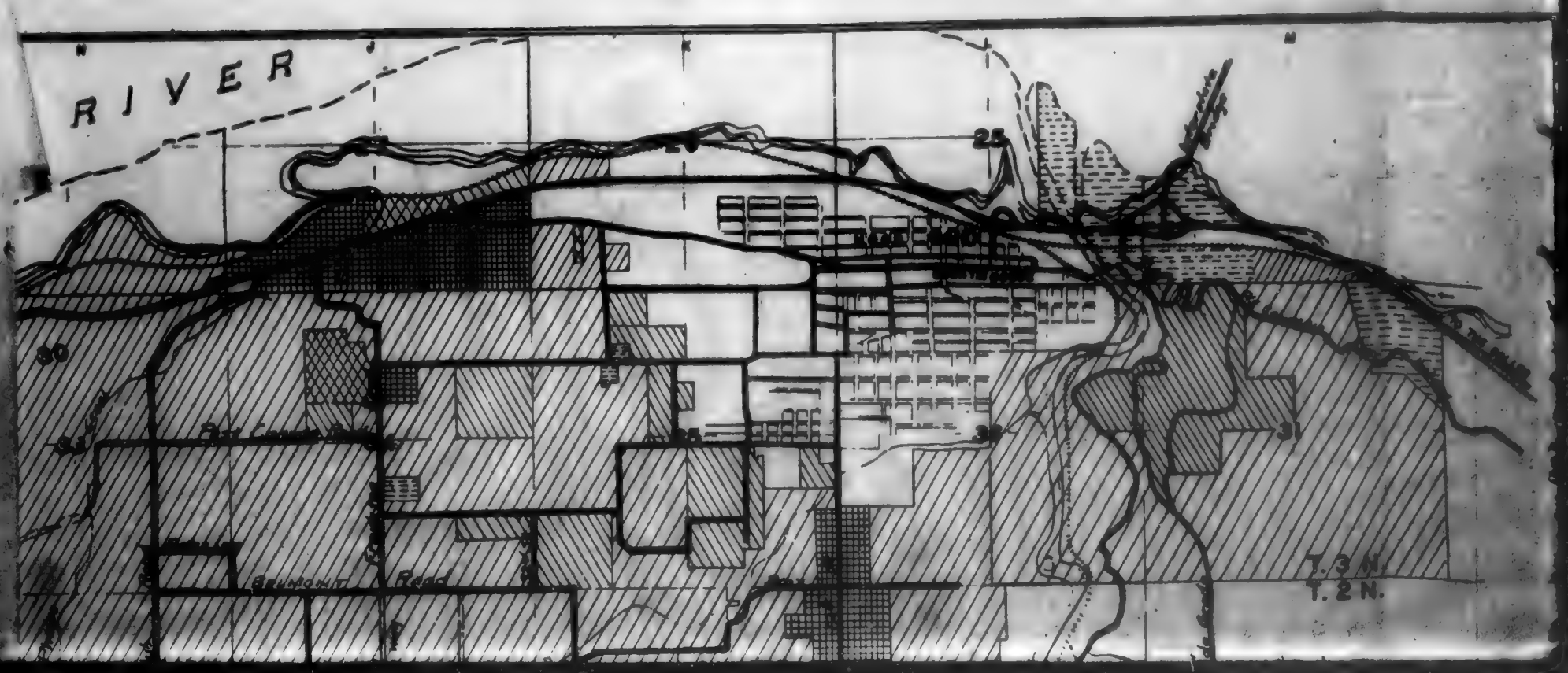

RIVER
Summit
ODELL
RAILROAD
ODELL
ODELL

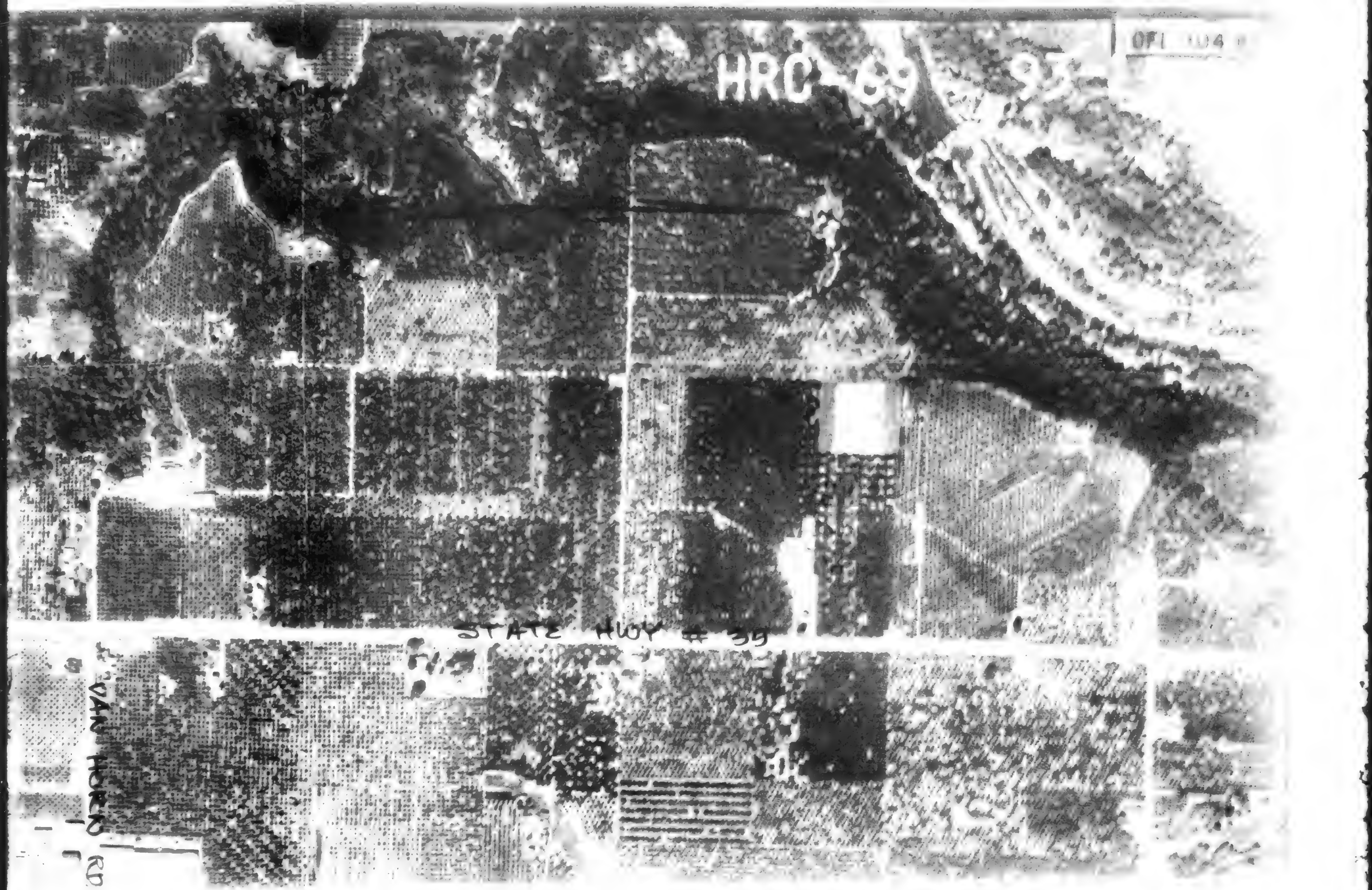
HEAL CREEK
BRIDGE
RAILROAD
HWY
ANDREWS
CHEVRON
ODELL

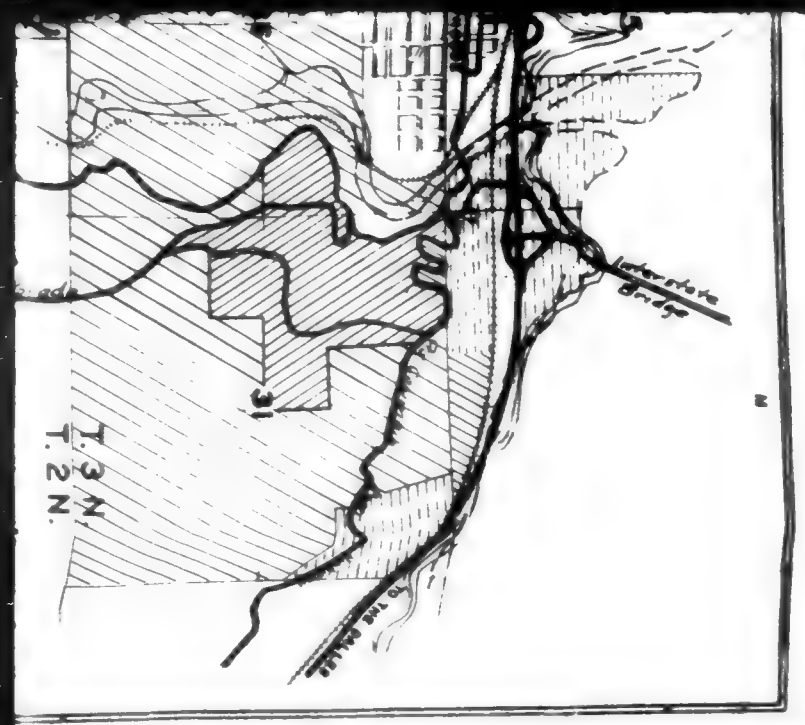


scale 1"=6'

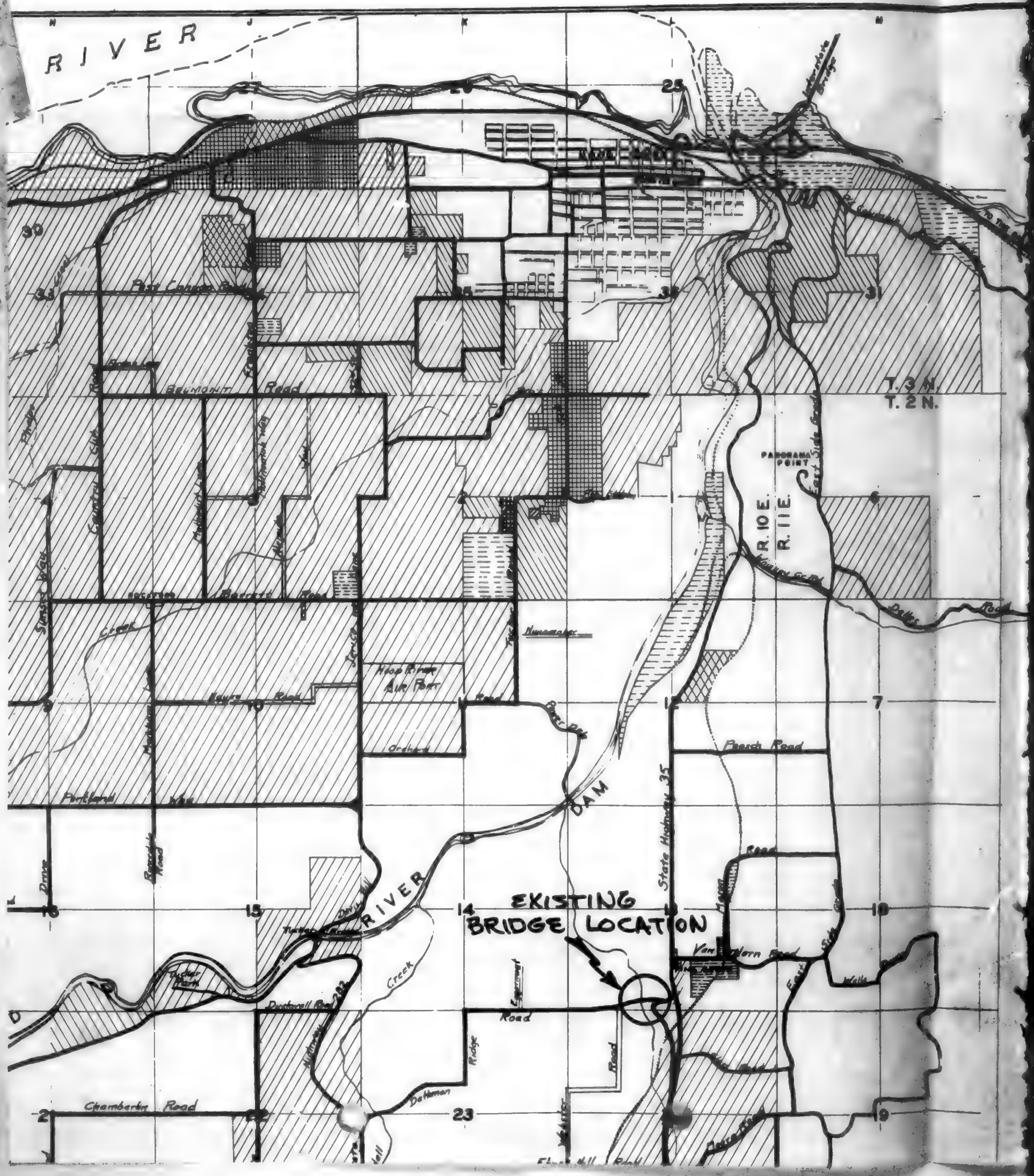
DESIRED ROADWAY
CROSS-SECTION
(existing)

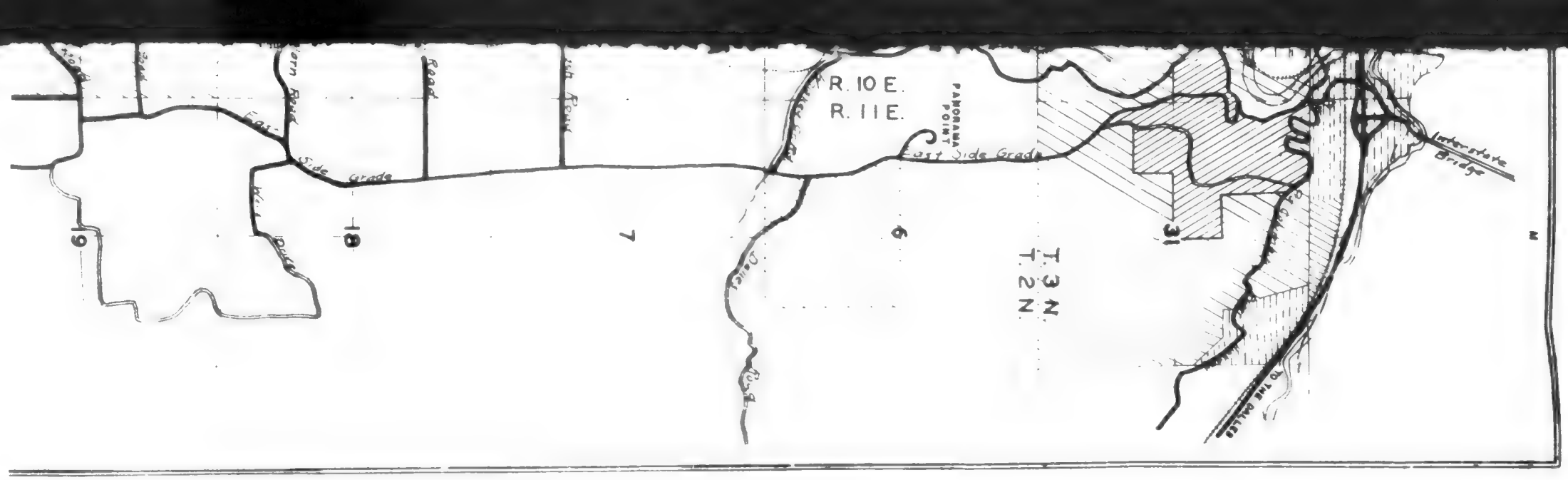



HRC-69
STATE HWY # 39
VAN HORN RD



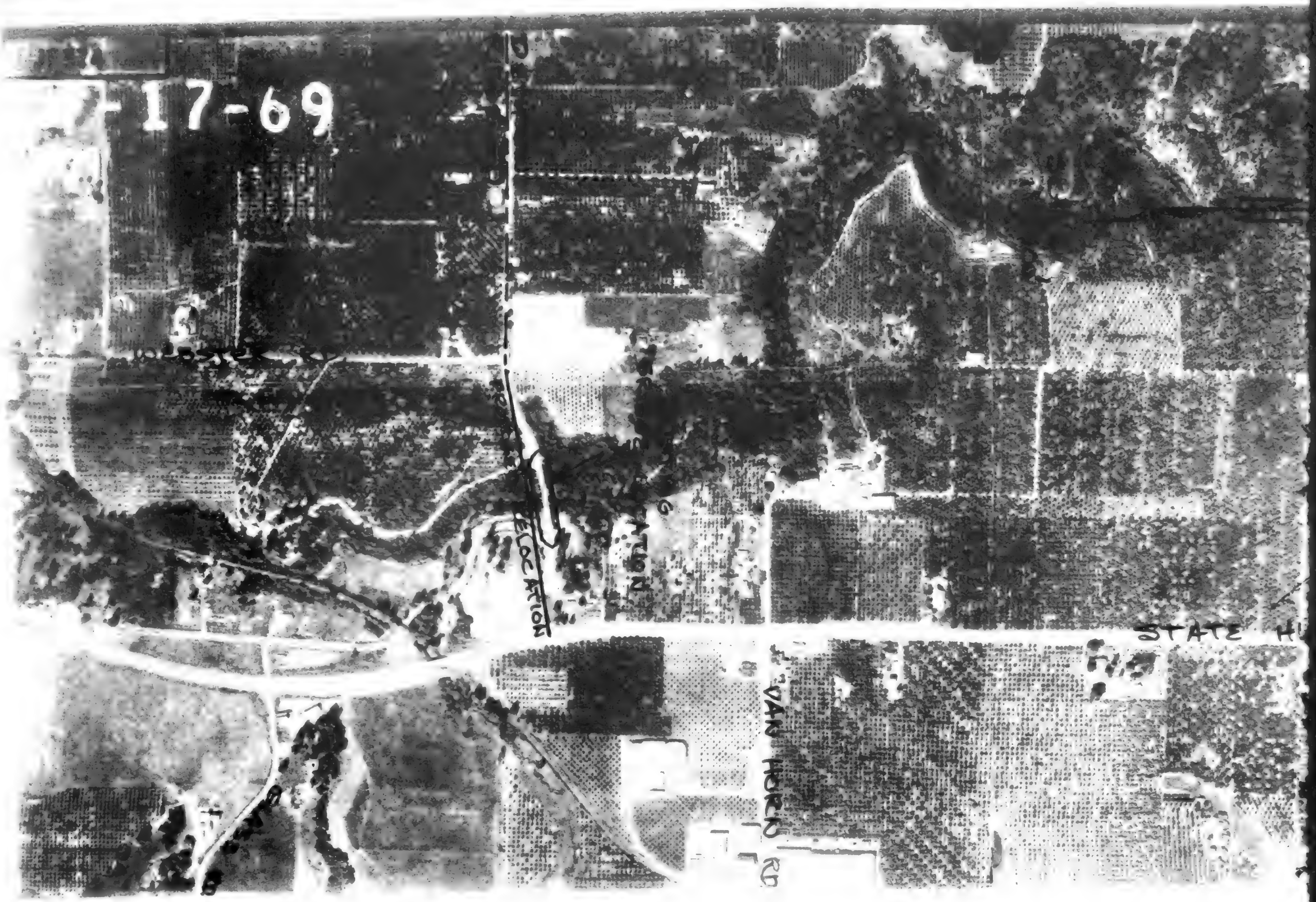
HRC-69 93-15-6


RIVER
25
30
31
Beaumont Road
T. 3 N.
T. 2 N.
PANORAMA POINT
R. 10 E.
R. 11 E.
Dallas Road
Newmaker
Hood River Air Port
Keyes Road
Orchard
Pearl Park
Beach Road
DAM
Portland Way
State Highway 35
Van Horn Road
EXISTING BRIDGE LOCATION
RIVER
Creek
Dethman Ridge Road
Chamberlin Road
23


R. 10 E.
R. 11 E.
T. 3 N.
T. 2 N.
East Side Grade
Interstate Bridge
Panorama Point
31
6
7
18
19

7-17-69

17-69



.1978 Second St. U'Xing (Hood 8843
.River) Sec., Columbia River
.Hwy. (structure widening)

8143

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 828

rn
OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-20-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Hood River	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-20-80	David B. Carter, Area Engineer		I-80N-2(60)61
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
May 31, 1979	October 29, 1979	174/200 = 87 %	200 Calendar days
APPROVED EXTENSIONS	**LOCATION**		
None	Second St. U-Xing, City of Hood River, Hood River County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SECOND STREET U-XING (Hood River) Section

Columbia River Highway

Structure Widening

This project provided for widening the northeast and southwest ends of the structure to improve sight distance and better accommodate truck turning movements.

The final acount of the original contract items was $86,368.90 or a 4% underrun of the original contract amount. The contract bid amount was $89,995.00. The final contract amount including all changes and engineering was $104,927.41.

A final inspection of the completed work was made on July 12, 1979.

All participating work has been completed.

RECEIVED STATE HWY ENG. 5/19 MAY 19 '80
REFER TO FOR Info Inves R/D D/R Sign Act File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-20-80	TITLE Field Operations Engineer	DATE 5/16/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8843

COM 5
#8843

October 31, 1979

Safeco Insurance Co. of America
1500 S. W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8843 awarded to Hannan Bros. Construction, Inc., for structure widening on the Second Street Undercrossing (Hood River) Section of the Columbia River Highway in Hood River County was completed on May 31, 1979, and accepted by the State Highway Engineer on October 29, 1979.

Final payment in the amount of $4,300.02 will be released to the contractor after November 5, 1979. The total contract amount is $86,368.90 including $3,123.75 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Hannan Bros. Construction, Inc.
P. O. Box 66155
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

9842

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-107		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Hood River
MODIFICATION NUMBER 1	10-25-79	Project Number I-80N-2(60)61

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 22, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 101,547.00	$ 103,900.00
Federal funds	$ 93,646.00	$ 95,815.00
Other revisions		

This modification is made for the following reasons:

To include quantities under Force Account # 1

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 22, 1979

Federal Aid Project
No. I-80N-2(60)61

Second St. U X'ing (Hood River) Section
Columbia River Highway
In Hood River County

Revised Project Agreement Estimate

Type Code X721
Second St. U X'ing (Sta. 13+82.1 to Sta. 17+20)
Subtotal of previous estimate of November 30, 1978 $ 88,688.00

Revised Estimate
F.A. # 1 Landscape and Irrigate All Required $ 2,360.00

Subtotal	91,040.00
Engineering	12,860.00
Total	$103,900.00

Length of Project - - - - - 0.064 miles

Federal Funds - - - - - -	$ 95,815.00
State Funds - - - - - - -	8,085.00
Total	$103,900.00

Group 1 - 100%
Prefix - 614-1087
Contract No. 8843

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
12-328	FEDERAL-AID PROJECT AGREEMENT 12-22-78	County Hood River
		Project No. I-80N-2(60)61

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Second St. U'xing (Hood River)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-26-78	0.064
OTHER *(Specify)*		

FUNDS Pro Rata %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
101,547.00	$ 93,646.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator DEC 22 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, November 30, 1978

Federal Aid Project
No. I-80N-2(60)61

SECOND ST. U'XING (HOOD RIVER) SECTION
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project Agreement Estimate.

Type Code X721
Second St. U'xing (Sta. 13+82.31 to Sta. 17+20)

Mobilization	All Required		$ 9,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	182 Sq.Ft.	$ 6.00	1,092.00
Temporary Barricades	7 Each	100.00	700.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	263 Lin.Ft.	12.00	3,156.00
Temporary Guard Rail, Type 1A Reflectorized	200 Lin.Ft.	25.00	5,000.00
Flagmen	360 Hour	18.00	6,480.00
Temporary Reflective Pavement Markers	12 Each	20.00	240.00
Earthwork	All Required		4,500.00
Aggregate Base	50 Ton	25.00	1,250.00
Class "B" Asphalt Concrete	20 Ton	60.00	1,200.00
Guard Rail, Type 2A	75 Lin.Ft.	15.00	1,125.00
Guard Rail, Type 3	50 Lin.Ft.	30.00	1,500.00
Guard Rail Anchors, Type 1	1 Each	300.00	300.00
Rail End Pieces, Type C	1 Each	150.00	150.00
Concrete Curbs	110 Lin.Ft.	6.00	660.00
Revision of Existing Illumination	All Required		6,000.00
STRUCTURE			
Alterations to Existing Structure	All Required		8,000.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structure Excavation	40 Cu.Yd.	25.00	1,000.00
Furnish Treated Timber Piling	272 Lin.Ft.	5.00	1,360.00
Drive Timber Piles	5 Each	300.00	1,500.00
Structural Concrete, Class 3300 (61 cy)	All Required		11,000.00
Structural Concrete, Class 4500 (7 cy)	All Required		4,500.00
Reinforcement (12,500 lb)	All Required		7,500.00
Coated Reinforcement (900 lb)	All Required		1,500.00
Steel Railing	85 Lin.Ft.	35.00	2,975.00
	Subtotal		$ 88,688.00
	Engineering		12,859.00
	Total		$101,547.00

Length of Project - - - - - - - - - - - - 0.064 miles

Retained in Program Status
(not included in amounts below)

Landscape and Irrigation (E.W.)	All Required	$ 1,000.00

Federal Fund (92.22%) - - - - - - - - -	$ 93,646.00
State Funds - - - - - - - - - - - - - - -	7,901.00
Total	$101,547.00

Group 1 100%
Prefix: 614-1087

8843

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
AUG 22'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: August 6, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-80N-2(60)61

Contract 8843, Work Completed May 31, 1979

Project Second St. U'Xing. (Hood River)

Highway Columbia River

County Hood River

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 12, 1979

for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Dale Allen
R. D. Church

Audsley — RECEIVED — Richards
Jackmond — Berg
Hopkins — AUG 23 1979 — Inloes
Williams — Widmer
Johnson — CONSTRUCTION — Gebauer
Olson — BRANCH — Church

8842

FORM 81.734.3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Second St. U-Ying (Hood River)		WEEK ENDING: 7-21-79
		SECTION PREFIX: 614-1087
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Second St. U-Xing (Hood River)	KIND OF WORK: Structure Widening	
CONTRACTOR: Hennan Bros. Const. Inc.	CONTRACT NUMBER: 8843	FEDERAL AID PROJECT NUMBER: IBON-2(60)61
DATE OF CONTRACT: 11-28-78	DATE WORK STARTED: 12-26-78	ESTIMATED COMPLETION DATE: 6-27-79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 6-27-79	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 104189.28	ENGINEERING AUTHORIZATION $ 9099.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING $ 95089.78	ENGINEERING COST TO DATE $ 8000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 95089.78		DATE PROJECT WAS COMPLETED: 7-19-79
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 87.9%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 5 ton flat bed truck, ¾ ton van truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7459C							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, Hot			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY	" "			

RECEIVED
JUL 27 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	" "
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	Removed guard rail at eastbound off ramp per E.W.O. #2
FRIDAY	No Activity
SATURDAY	" "

REMARKS

Project completed

SIGNED M Colwell for N. Krehbiel

LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

#4843

☆ U.S. GOVERNMENT PRINTING OFFICE: 1973 O-525-965

STATE COPY

1-12-11

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Hood River	Oregon

IN COMPANY WITH: N. Krehbiel, Resident Engineer, R. Poole, Region & Construction Engineer, D. Allen, Region 4 Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
July 12, 1979	David B. Carter, Area Engineer	I-80N-2(60)61

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	$\frac{174}{200}$ = 87 %	100 %

Second St. U-Xing (Hood River) Section
Columbia River Hwy (I-84)
Structure widening

This project provided for widening the north east and south west ends of the structure to improve sight distance and better accommodate truck turning movements.

The work was considered complete on May 31, 1979 at which time 174 calendar days had been used. The contract provided 200 calendar days.

The widening plan at the northeast corner of the structure called removing the existing bridge rail for a distance of approximately 44 feet and constructing a straight taper widened section from that point to the north end of the structure. This provided approximately 11 feet of total widened structure from the outside edge of the bridge rail to the curb line. The existing curb line was maintained. The plan called for this corner of the structure to be protected by guardrail. However, since the structure is 1) in an urban setting, 2) the traffic which could conflict with this bridge end is controlled by stop conditions just beyond the end of structure, and 3) the bridge end itself is flared and protected by a 9" curb, it was felt the guardrail was unnecessary at this location and was eliminated.

It is recommended the project be accepted.

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-2 dlf

FORM FHWA-1448 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

8843

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Second St. U-Xing (Hood River)

WEEK ENDING: June 16, 1979

SECTION PREFIX: 614-1087

HIGHWAY: Columbia River

COUNTY: Hood River

NAME OF JOB: Second St. U-Xing (Hood River)

KIND OF WORK: Structure Widening

CONTRACTOR: Hannan Bros. Const. Inc.

CONTRACT NUMBER: 8843

FEDERAL AID PROJECT NUMBER: I8ON-2(60)61

DATE OF CONTRACT: 11-28-78

DATE WORK STARTED: 12-26-78

ESTIMATED COMPLETION DATE: 6-27-79

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

WORK DAYS USED:

CALENDAR DAYS USED: 190

SPECIFIED COMPLETION DATE: 6-27-79

PERCENT OF TIME ELAPSED: 95

PROJECT AUTHORIZATION: $ 104189.28

EXCLUSIVE OF ENGINEERING: $ 95089.78

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 95089.78

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $ 9099.50

ENGINEERING COST TO DATE: $ 7800.00

PERCENT OF AUTHORIZATION: 85.7

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

DATE PROJECT WAS COMPLETED: June 9, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7459C							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Clear, Hot	1		
MONDAY 11	Clear, Warm	1		
TUESDAY 12	" "	1		
WEDNESDAY 13	Clouds, Cool	1		
THURSDAY 14	Clouds, Warm	1		
FRIDAY 15	" "	1		
SATURDAY 16	" "	1		

RECEIVED
JUN 18 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Schaefer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No activity
MONDAY 11	" "
TUESDAY 12	" "
WEDNESDAY 13	" "
THURSDAY 14	" "
FRIDAY 15	" "
SATURDAY 16	" "

REMARKS

SIGNED M Colwell for LOCATION Redmond

Norm Krehbiel

PRIME RESIDENT SUBMIT 3 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7216

8843

FORM 81-784-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Second St. U-Xing (Hood River)

WEEK ENDING: June 2, 1979

SECTION PREFIX: 614-1087

HIGHWAY: Columbia River

COUNTY: Hood River

NAME OF JOB: Second St. U-Xing (Hood River)

KIND OF WORK: Structure Widening

CONTRACTOR: Hannan Bros. Const. Inc.

CONTRACT NUMBER: 8843

FEDERAL AID PROJECT NUMBER: I80N-2(60)61

DATE OF CONTRACT: 11-28-78

DATE WORK STARTED: 12-26-78

ESTIMATED COMPLETION DATE: 6-27-79

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN — SUPERVISION 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 200

WORK DAYS USED

CALENDAR DAYS USED 176

SPECIFIED COMPLETION DATE: 6-27-79

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 104189.28

EXCLUSIVE OF ENGINEERING: $ 95089.78

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 95,089.78

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $ 9099.50

ENGINEERING COST TO DATE: $ 7500.00

PERCENT OF AUTHORIZATION 82.4%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

DATE PROJECT WAS COMPLETED: May 31, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7459C						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Clouds, Warm	1		
MONDAY 28	Clouds, Cool	1		
TUESDAY 29	" "	1		
WEDNESDAY 30	Clear, Hot	1		
THURSDAY 31	" "	1		
FRIDAY 1	" "	1		
SATURDAY 2	" "	1		

Kessey, Jackmond, Hopkins, Williams, Johnsen, Olsen, Richards, Berg, Inloes, Widmer, Gebauer, Church

RECEIVED
JUN 6 1979
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity
MONDAY 28	"
TUESDAY 29	"
WEDNESDAY 30	"
THURSDAY 31	Repaired leaky pipes on irrigation.
FRIDAY 1	No activity
SATURDAY 2	"

REMARKS

Completed project on May 31, 1979.

SIGNED M Olsell for LOCATION Redmond
Norm Krehbiel

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

CP-7216

#C-843

STATE COPY

4-11-79

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Hood River	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-11-79	David B. Carter, Area Engineer	I-80N-2(60)61

IN COMPANY WITH: N. Krehbiel, Resident Engineer; R. Pool, Region 4 Construction Engineer; OSHD

LOCATION: Second Street Undercrossing, City of Hood River, Oregon

CONTRACTOR NAME AND ADDRESS: Hannan Bros. Construction, P.O. Box 66155, Portland, Oregon 97266

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
11-28-78	$89,995.00	200 calendar days	12-9-78	12-26-78

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	63	60

REMARKS

SECOND STREET U'Xing (HOOD RIVER) SECTION
COLUMBIA RIVER HIGHWAY (I-84)
HOOD RIVER COUNTY
Structure Widening

This project provides for the widening of the northeast and southwest ends of the structure to improve sight distance and accommodate truck turning movements.

At the time of this inspection the widening work was essentially complete with the contractor doing work on the bridge railing.

The traffic control signs were reviewed and are considered adequate for the control of traffic during construction. After the project had begun it was found that some additional temporary signing was necessary as the work aread at the ends of the structure restricted the turning area making it extremely difficult for a truck to make a turn to cross the structure. State Force Order No. 1 provides for detour signing to direct truck traffic to alternate routing.

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STATE HWY ENGR
MAY 10 '79
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Kearsey
FOR
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5-10 cy to

Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

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Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Victor Atiyeh

January 29, 1979

Hannan Bros. Construction, Inc.
Post Office Box 66155
Portland, OR 97266

Re: Second Street U'xing
(Hood River)
FAP No. I-80N-2(60)61
Contract No. 8843
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Dale Allen
Norm Krehbiel
John Jenkins
FHWA

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3122 (Rev 7-77)

8843

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

Hannan Bros. Construction, Inc.
Post Office Box 66155
Portland, OR 97266

Re: Second Street U'xing
(Hood River)
FAP No. I-80N-2(60)61
Contract No. 8843
Delete Subsection 403.34 of the
Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
Dale Allen
Norm Krehbiel
John Jenkins
FHWA

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3122 (Rev. 7-77)

8543

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 12, 1978

Hamman Bros. Construction, Inc.
P. O. Box 66133
Portland, OR 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8543 for structure widening on the Second Street Undercrossing (Hood River) Section of the Columbia River Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
Dale Allen
Norman Krehbiel

DECEMBER 4, 1978

Attached in duplicate are bonds and contracts for the State Highway Project Number 8843, Hood River County, Columbia River Highway, Second Street Undercrossing, awarded 11-28-78 to Hannan Bros. By the Department of Transportation. Safeco Ins. Co. has assigned number 2879376 to the $89,995 bond and we hope you find all the enclosures satisfactory.

Carol Ginter, Bonds

TO Department of Transportation
Salem, Oregon

[1]

RECEIVED
DEC 5 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

ROLLINS BURDICK HUNTER OF OREGON, INC.
200 MARKET BUILDING PORTLAND, ORE. 97201
Phone: (503) 224-9700
Formerly, Cole Clark & Cunningham, Inc.

8843

C. T. Keasey
Robert Church
Walt Hart
Dale Allen
Norman Krehbiel
SAIF
Fran

November 28, 1978

Hannan Bros. Construction, Inc.
P. O. Box 66155
Portland, OR 97266

Gentlemen:

The Oregon Transportation Commission today accepted your proposal for structure widening on the Second Street Undercrossing (Hood River) Section of the Columbia River Highway in Hood River County for the sum of $89,995 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8843.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 9, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8843

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Technical Services Engineer

DATE: November 20, 1978

FROM: Walter J. Hart
Structural Design Engineer

NOTED
E. S. HUNTER

SUBJECT:
Neal Creek Bridge Section
Second St. O'xing Section
Hood River County
Bridges 15455A and 7459C

There were two bridge projects on which bids received November 16, 1978 overran the engineer's estimate by more than ten percent. The following is our review and recommendation on those projects.

CCP 11-4
CCN
8842

Project No. 6 Second St. U'xing (Hood River) Section
This is essentially a structure widening project with a small volume of work under difficult traffic and construction constraints. This type of work is difficult to estimate. There is only $1300.00 difference between the apparent low bid (this bid may be disqualified)and the second bid. I believe that the first and second bids are responsive bids and that a lower bid will not be received by readvertisement. I recommend award to the low bidder or to the second bidder if the lower bidder is disqualified.

Project No. 5, Neal Creek Bridge Section
This is an FAS-C bridge replacement project. The low bid received was $74,240.50 or 16% over the engineer's estimate. There were eight bids received of which six should be considered responsive bids. The spread between the first six bidders was nine percent.

The engineer's estimate was in error on a number of items.

The estimated cost for "Embankment in Place" was based on a unit price received from the County. The estimate cost did not take into account the small quantity involved. A unit price in the area of $6.00/yd.^{3} would be more realistic.

There is a difference of approximately $64,000.00 between the engineer's estimate and the low bid on bridge items. In discussions with material suppliers and contractors we find the following.

1. The cutoff of the supply of foreign prestressed strand has raised the price of strand approximately 50 percent over the past year.

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FOH
Info | Invest | R/D | D/R | Stem | Est | File

11-125-1387

2. The current shortage of cement has produced an accompanying rise in price.

3. The cost of reinforcing steel FOB the job site has risen $0.10 in the last year. There is also a shortage of people to place and tie reinforcing steel.

4. The engineer's estimate did not give sufficient weight to problems of access at the bridge site. The load limit on the existing bridge and the steep terrain present special problems.

5. This project will run through all of 1979 and will be impacted by new wage rates to be effective next year.

The number of bidders and the range of bids are indicative of responsive bidding. I do not believe a lower bid will be received by readvertising. Our review also indicates nothing would be gained by a redesign. I therefore recommend award to the lower bidder.

WJH:smd

cc C. T. Keasey
D. H. Moehring

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-25-78

FEDERAL AID PROJECT NO.: I 80N-2(60)61

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90001

COUNTY NAME: Hood River

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-25-78	10-25-78	Interstate 80	Primary 2

GENERAL LOCATION:
Second St. U'Xing (Hood River) Section

GENERAL DESCRIPTION OF WORK:
Bridge Widening

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-3-78 letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e.

Mr. Swan's 10-23-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $93,401 - Federal Funds $86,135.

A signed copy of the Title Sheet is returned herewith.

Swan
Wlow
12-22

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-78	G. K. Hosmer	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Oregon Map
0 800 1600 Feet

Peter J. Ellis
Tom Walsh
Robert A Burco

COMMISSIONER
DIRECTOR OF TRANSPORTATION
ASSISTANT DIRECTOR FOR

8843

80N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/19/78
Harold L Rowat

11-16-78 Bid Letting _____ All Clear Deadline

SECTION Scenic Rt 84 (Hood River)
Highway Columbia River
County Hood River Region 1
Type of Work Structure Widen Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	statewide
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8843

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 16, 1978

Federal-aid Project No. I-80N-2(60)61

Federal-aid Project Name Second St. Overcrossing (Hood River)

Highway No. 2

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO R/W

Beard ✓ Stoudenmeyer Sample
Cole Watson
Eriksen Dorn Leu
File Copy Due

DIVISION ENGINEER

RJH:jk
cc: E. S. Hunter
V. E. Skoog
J. H. Versteeg
Duane Ridings
F. C. Lowe

Rod Henry

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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OCT 13 1978
ENGINEERING SECTION

Trout

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Bring Up / /
Action

8845

I-80N

Salem, Oregon
August 8, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Harry E. Woodward
District 2C Engineer

2nd St. Overcrossing (Hood River)
I-80N
Hood River County

This is in reply to your August 3rd letter containing the suggestion that we install different bridge railing on the subject project to cure the sight distance problem. This idea was considered during the design phase but was eliminated due to the fact that at the point on the ramp terminal where vehicles need the sight distance, they would be looking longitudinally along any railing and it would appear solid. Also the widening on the south side of the highway is necessary in any event to provide a large enough radius so that trucks will not strike the structure in making left turns from the eastbound off-ramp.

It appears the flared design as proposed is the only plan that will solve the sight distance problem and eliminate the striking of the structure.

DNS:ab
cc: Walt Hart, w/attach.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
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AUG 09 1978
ENGINEERING SECTION

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Action

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Milwaukie, Oregon 97222

August 3, 1978

FILE: CON 5

FROM: Harry E. Woodward
District Engineer

TO: Duane O. Christensen
Final Design Engineer
Salem, Oregon 97310

SUBJECT: Second St. O'Xing (Hood River) Section
Hood River County
I-80N
(Grading & Paving)

I have reviewed the Preliminary Plans for the modification of the Second Street structure, and I believe we should investigate the possibility of improving site distance with the installation of a different type bridge railing on both sides of the existing structure.

HEW:

cc: Edward L. Hardt

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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AUG 07 1978
ENGINEERING SECTION

Trout

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BY FINAL DESIGN ENGINEER

8843

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

I-80N

TO: FRANK E. TERPIN
Location Engineer

DATE: June 9, 1978

FROM: MAX J. KLOTZ
METRO Technical Services Engineer

SUBJECT: Second St. Overcrossing Structure
of I-80N in Hood River
Prefix: 614-1993

Submitted is a plan and estimate showing proposed safety improvement to subject structure No. 7459.

The southerly 12 foot widening will provide a 200 foot± sight distance along with a 500 foot turning radius to the north. The northerly 7 foot widening will increase an 80 foot sight distance to better than 300 foot structure estimates were obtained from Terry Shike in Bridge Design Section.

There is a 10-inch waterline attached to the westerly side of structure, pipe line permit No. 5496. 75 feet of this line at the south end of the structure will require adjusting.

Enclosed is:

1" = 20' detail sepia
1" = 20' detail print
Estimate - 1 sheet
Pipe line permit No. 5496 - 7 sheets

To Chris Steinsen
6-12-78

RECEIVED
JUN 9 1978
LOCATION SECTION

MDI:ja
Enclosures
cc: K. D. Limbocker

APPROVED
By Location Engineer

91-125-1307

8843

DATE: May 16, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Finance Approval, Interstate 80N
Second Street Overcrossing (Hood River)

On the Consent Calendar for the May 30 meeting will be a request to add an Interstate Safety project to the Six-Year Program. This project was inadvertently overlooked in the preparation of the final Six-Year Program.

Eastbound I-80N traffic going to the Hood River Industrial Park encounters substandard sight distance and turning radii at the Second Street overcrossing in Hood River. This proposed safety project would widen the structure ends to improve sight distance and turning radii. It is proposed that the work be accomplished this year at an estimated cost of $76,700, including design work. Federal Interstate funds will pay $70,000 of the cost and State matching funds will be approximately $6,000.

This project has been investigated and is eligible for funding under the Federal Aid Interstate Program. I recommend your approval of this project.

bc: C. W. Head
H. S. Coulter
E. S. Hunter
J. H. Versteeg
W. J. Hart
R. N. Bothman
George Bell
R. A. Burco
L. W. Rullen (for Six-Year Program)
D. H. Moehring
F. E. Terpin
V. E. Skoog
E. L. Hardt

RU:cw srb

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 4/14/78

A. IDENTIFICATION:

Proposed Section: Second Street Overcrossing (Hood River) Region: 1

Highway: Columbia River I-80N St. Hwy. No. 2 M.P. 63.7 to M.P. 64.2 Length: 0.5

County(s): Hood River (Attach Sketch Map)

Recommended Construction Date: June 1978 Proposed 6 YP FY 78/79

Method of Doing Work: Contract XXX St. Force _____ Other _____

B. FINANCING

	Section	Year	Funds Available
Postpone ☐ Cancel ☐	Interstate project, inadvertently omitted from 6-Year Program. Recommend project be added without delay of other projects.	Current 6 YP	
		Recommend	
		Current 6 YP	
		Recommend	

If not one of the above - Recommended Financing: Federal Aid Interstate

FAI XXX , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ _____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	N/A	N/A	N/A	N/A		N/A	10,400	"B"		N/A
Proposed Facility:										

D. DEFINE THE PROBLEM:

Substandard sight distance and turning radii.

E. PROPOSED SOLUTION:

Widen structure ends to improve sight distance and turning radii at ramp terminals.

F. REASON FOR REQUEST AT THIS TIME:

Safety considerations.

G. COST ESTIMATE

Roadway Work	$ 0.00
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	0.00
Structures	66,000.00
Other (Define) _____	0.00
Preliminary Engineering (By Whom) Metro Design (ODOT)	10,700
TOTAL	$ 76,700

H. REQUESTED BY: _____
Region Engineer or Section Head

Approval/~~Disapproval~~ _____ 5/12/78
State Highway Engineer Date

Approval/Disapproval _____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date: May 30, 1978

Remarks & Action Taken

6-1-78
cc Swan

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

COLUMBIA RIVER

Br. #7459

HOOD RIVER

HOOD RIVER COUNTY, OREGON

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
COMBINATION OF FA SYSTEM
DESIGNATION OF FA SYSTEM
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
CURRENT OPEN FOR TRAVEL
OTHER IMPROVED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FA-)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY LIMITS
PUBLIC BLDG.
CH COURT HOUSE
A ARMORY
L LIBRARY

Population 4,100

Revised A.D. 1970

8843

STATE OF OREGON

INTERCHANGE MEMO

80N

TO: Mr. Kenneth D. Limbocker
Metro Design Engineer

DATE: May 8, 1978

FROM: Walter J. Hart
Structural Design Engineer

SUBJECT:

2nd St. O'xing of I-80N
Hood River County
Bridge 7459
Estimates for Safety Improvements

Enclosed are cost estimates and sketches of the alternate methods of safety improvements for the subject structure. In addition the following comments are offered for your information.

1. The existing deck and sidewalk do not meet present standards of design according to AASHTO Specifications. The sidewalk and deck overhang have a capacity of about 35 percent of the required capacity. Therefore, replacement of the existing rail with a three-tube traffic rail would not increase traffic safety appreciably.

2. Widening the west sidewalk to eight feet would require the removal of the existing rail, sidewalk and deck to the middle of the outside beam, and construction of a new beam, deck and sidewalk plus columns and footings at each bent. This alternate would be an expensive method of achieving better sight distance.

3. Another solution to the sight distance problem could be traffic signals. A rough estimate from Traffic Design Section is $70,000, based on a similar installation at Greenberg Road, Beaverton-Tigard Highway under a recent contract. This amount does not include any widening of the ramps if that were necessary to allow adequate room for turning movements.

4. The best solution to this problem appears to be widening to a taper section at the south end of the structure and relocating the guardrail without widening the north end. See the attached sketch.

TJS:smd

Enclosures

cc ~~J. H.~~ Versteeg

REFERRED TO

Board, Steudlenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu,
Return Disques Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
3 Christensen
George
2 Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 09 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1367

8813

STATE OF OREGO[illegible] INTEROF[illegible]CE MEMO

TO: D.H. Moehring
Project Development & Management
Attn: D.E. Swan

DATE: May 2, 1978

FROM: Robert N. Bothman
Metropolitan Administrator

SUBJECT: Project Requests
2nd St. O'xing, Hood River (I-80N)
Structure "E", Portland (I-5)
T-V Highway - Beaverton-Hillsdale Ramps

Attached are three of the new project request forms and maps for the subject projects.

Two of the projects are on the interstate system and would use interstate funds. I did not think it necessary to identify projects to postpone or cancel to obtain the funds for these.

The third project - T-V Highway - Beaverton-Hillsdale Ramps, would be financed with FAP funds. I have recommended two projects that should be dropped from the Six Year Program that would cover most of the requested project's cost.

Please forward these requests through the appropriate channels so they may be added to the Six Year Program.

js

cc: F.B. Klaboe
H.S. Coulter
E.S. Hunter
E.L. Hardt

RECEIVED
TECHNICAL SERVICES
MAY 4 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

[illegible]1-123.1307

8843 801N

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 19, 1978

FILE:

FROM: J. H. Versteeg
Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Hood River Interchange
Intersection Improvement
at 2nd Street (G, P & STR)
Hood River County

The highway section has funds programmed with F.H.W.A. for this type of work. We can use the interstate prefix, 614-1993, for the survey and design.

Proposed work is covered by the existing statewide assessment. An A-95 Review is not required since no basic change in lane numbers or configuration.

Metro advises the preliminary data submitted by Region should be reviewed and expanded which they estimate will require a couple of weeks. Time for preparation of plans would indicate a July letting which should allow completion of the work in 1978.

JHV:ab

Versteeg ✓ Trout
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 21 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

RECEIVED
TECHNICAL SERVICES
APR 19 '78
REFER TO Swan
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Versteeg 4-20-78

Does this need Comm. approval? If so please

8843

April 14, 1978

The Honorable Charles F. Beardsley
Mayor of Hood River
City Hall
Hood River, Oregon 97031

Dear Mayor Beardsley:

Thank you for bringing to our attention the problem in the southwest quadrant of the Hood River Interchange at I-80N. We are proceeding to work up a job for contracting this summer.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

FBK:srb

bc: George Bell
E. S. Hunter
D. H. Moehring
Ed Hardt

cc Verateeg
Terpin
George
4-19-78
} Info. & place on schedule

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
APR 4 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: March 17, 1978

TO: L. W. Rullen, Assistant Director
for Policy and Program Development

FROM: F. B. Klaboe, Assistant Director
for Operations

SUBJECT: Six Year Program

During my meeting with Hood River, the question came up of improving the southwest quadrant (east-to-north movement) at the freeway interchange. Apparently trucks can not make this turn without hitting the end post of the structure. Evidence shows this to be a real problem.

Work has been done, but the job was not included in the Six Year Program. Please advise circumstances.

FBK:srb

RECEIVED
DOT OPERATIONS
MAR 31 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-4

RECEIVED
MAR 20 1978
Policy Development

Fred: This is a response to the $100,000 item we had elsewhere in the program. It was not included in the six year program. It would appear it was left out. It can be added whenever it is ready to go forward or already

Please prepare

8843

STATE OF OREGON

INTER[illegible]ICE MEMO

TO: J. H. Versteeg

DATE: April 4, 1978

FROM: E. S. Hunter

SUBJECT: Improvement to Hood River Interchange

The attached letter concerning an improvement in the southwest quadrant at the Hood River Interchange has the instructions from Mr. Klaboe to please proceed.

Please arrange for issuance of an Authority for Survey, a Project Assessment, and accumulation of the necessary data to program the project with FHWA.

I would assume that only a minor amount of design work is necessary to correct the problem and I would therefore expect that the project could be contracted, say at the June letting.

ESH:ja

Attachment

cc F. B. Klaboe
D. H. Moehring (enc.)
Ed Hardt "

1 Versteeg
Copy Christensen
Copy George
Copy Olson
Copy Terpin
Copy Sullivan
Copy Scott
Copy Savage

RECEIVED
APR 05 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1307

1143

DATE: March 20, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Columbia River Highway

The Second Street Overcrossing of I-80N in Hood River has been the scene of a number of accidents and near misses involving trucks eastbound on the freeway and wanting to go to the Industrial Park north of the freeway. Trucks have difficulty making left turns and there is not adequate sight distance at this location. This has been the subject of several recent letters from citizens concerned about highway safety. This project also has the support of the local governments.

This project was not included on the Six-Year Program. Most of the emphasis on projects being considered for the Six-Year Program was directed toward non-Interstate jobs.

We propose to conduct a location survey that would improve the turning radius and sight distance at the southwest corner of the bridge. When this work is done, we will consider a request to you that the project be added to the Six-Year Program as an Interstate funded project.

DES:dpy ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
R. L. Schroeder
L. W. Rulien
R. N. Bothman
E. S. Hunter
D. H. Moehring
W. J. Hart
J. H. Versteeg
F. E. Terpin
E. L. Hardt
George Bell

8843

DATE: March 17, 1978

TO: L. W. Rullen, Assistant Director
for Policy and Program Development

FROM: F. B. Klaboe, Assistant Director
for Operations

SUBJECT: Six Year Program

During my meeting with Hood River, the question came up of improving the southwest quadrant (east-to-north movement) at the freeway interchange. Apparently trucks can not make this turn without hitting the end post of the structure. Evidence shows this to be a real problem.

Work has been done, but the job was not included in the Six Year Program. Please advise circumstances.

FBK:srb

8843

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: D. H. MOEHRING, Head
Project Management Section

DATE: February 13, 1978

FROM: MAX J. KLOTZ
METRO Technical Services Engineer

RECEIVED
ENVIRONMENTAL SECTION
FEB 14 1978

SUBJECT: Second Street Overcrossing
Columbia River Highway (I-80N)
City of Hood River

Referred to CAM
file

Attached is request packet for the subject FAI project. The packet contains:

Authority for Survey
Project Information Sheet
Federal Aid Project Request
Hood River map marked to show project location
Misc. correspondence concerning the problem to be addressed

An Environmental Assessment or CRAG Resolution is not needed for this project.

This request is transmitted to you for processing in accordance with your new procedure chart.

ja
Attachments
cc: G. A. Potter
F. R. Terpin

81-125.1387

8843 C

0659EH

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Second Street Overcrossing (Hood River) Date December 2, 19 77

Highway Columbia River I-80N Authorization No. 1

County Hood River Survey Prefix 614-1985 (Assigned by Salem office)

Description of termini, route, length, etc.:

Second Street overcrossing structure is located at MP 63.62 on I-80N in the city of Hood River.

Proposed:

Widen ends of structure to improve sight distance at ramp terminals.

Purpose of survey:

Perform field engineering, prepare plans, specifications and estimate.

Cat. III N-M

		Estimate of Cost
Field Survey	(901)	1,000
Citizen Participation	(902)	-
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	1,000
Bridge Design	(906)	7,000
Preliminary Design	(907)	200
R/W Descriptions	(909)	-
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	1,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 10,700

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

Tech. Serv. Mgr. ××××××××××××××××

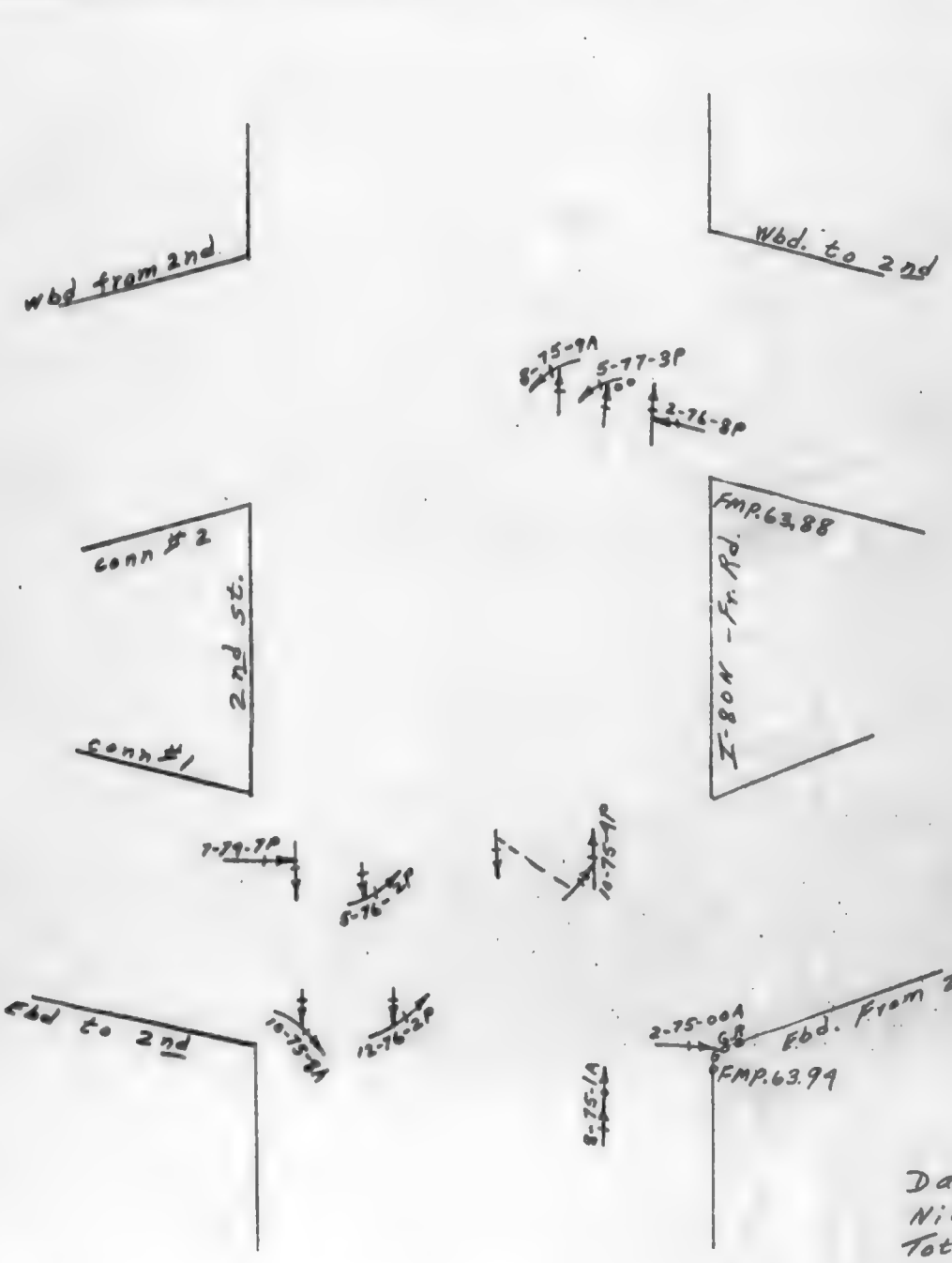
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Hood River County Hood River
Intersection of Hwy 2 2nd st Fr. Rd. and 2nd st. Ramp Terminal Intersections
Highway Number 2 (I80N) FMP 63.88 & FMP 63.94
Period Covered 1-1-73 7-31-77
Compiled by DA Drawn by _____ Date 11-19-77

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Day- 7
Nite- 3
Total- 10

Collision Type	1974				1975				1976				7 Mos. 1977				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1							1	1							2	2
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement							3	3			2	2		1		1		1	5	6
Parking																				
Non-collision																				
Fixed Object							1	1											1	1
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1			5	5			3	3		1		1		1	9	10

Form E-261-6-70

ROBERT W. STRAUB
GOVERNOR

DIRECTOR'S FILE
Hwy

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

November 18, 1977

The Honorable Charles F. Beardsley
Mayor of Hood River
Post Office Box 27
Hood River, Oregon 97031

Dear Mayor Beardsley:

This will acknowledge your October 18 letter regarding the traffic conditions at the North Second Street Interchange in Hood River.

I am requesting our Regional Engineer, E. L. Hardt, 9200 S.E. McLoughlin Boulevard, Milwaukie, OR 97222 (telephone 653-3090) to discuss this matter with you to see if a mutually acceptable solution can be found to the problems you outlined.

Thank you for bringing this matter to our attention.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

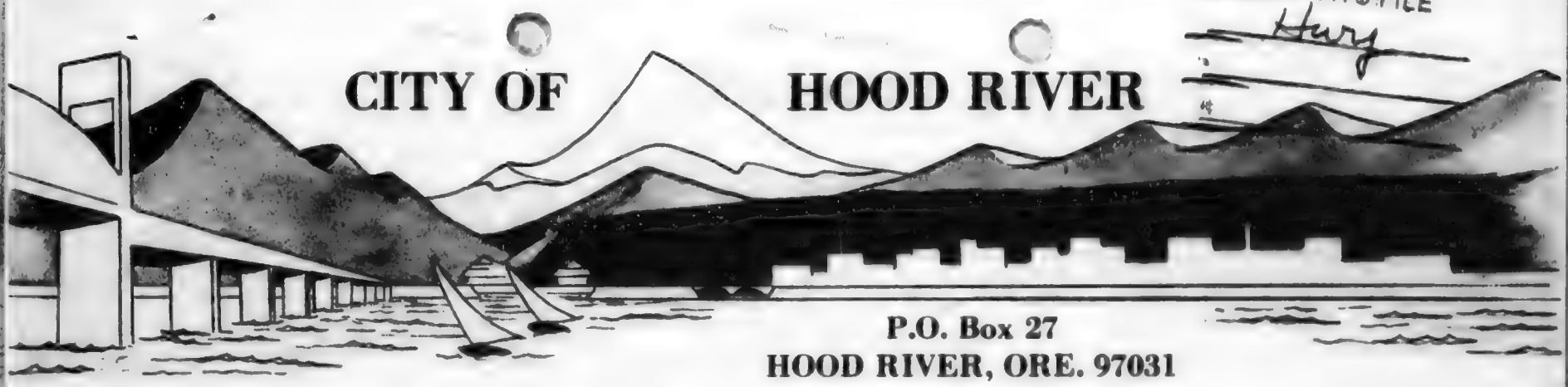
cc: E. L. Hardt (w/att.)

bc: Robert A. Burco
H. S. Coulter
E. S. Hunter
L. W. Rulien
George Bell
L. E. George

RDT:vhl srb

RECEIVED
NOV 18 1977
OFFICE
DIRECTOR of TRANSPORTATION

DIRECTOR'S FILE
Hwy



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

October 18, 1977

Burco got at hearing
as to Rulien
Klaboe
Bell
10-19-77 hearing

Robert A. Burco, Director
Department of Transportation
Transportation Building
Salem, OR 97310

RE: North Second Street interchange and overpass, Hood River

Dear Mr. Burco:

The City of Hood River would like to call your attention to what we feel is a very dangerous situation on the main interchange and overpass into the City of Hood River. It is the North Second Street overpass and we feel that it is a situation that requires urgent action by the Highway Department.

The main problem here seems to be that the visibility both from the east approach and the west approach to the overpass is impaired by the railing of the overpass. It is almost impossible for a driver to see cars coming across the overpass unless he pulls out almost into the road way. There have been numerous accidents on this overpass, some of them quite serious.

Also the attempts by trucks to turn from the overpass access roads onto the overpass is very difficult, and in some cases impossible, for these trucks to make the turn. This is particularly a problem for those trucks attempting to go to industrial area located north of the freeway. There are a number of industries located in this area that now demand large trucks for service and this problem is of a serious nature to these industries. There are more and more industries being built in this area and the truck traffic is increasing to service these industries.

We urge that the Highway Department make every effort to solve these two problems immediately. We hope that this problem can be handled as an emergency nature because of the safety factor involved.

Your prompt attention to this request would be most appreciated.

Sincerely yours,

Charles F. Beardsley

Charles F. Beardsley
Mayor, City of Hood River

CFB/brb

1978 Grandview Ave. @ Clover- 8845
lawn Dr. Sec. S of Grants Pass
(grad, surfac, & retain. wall)

CrA 6253 10-5-77
OkA 9558 11-23-77

3/17/78
Jack Ayres was informed by the county that the ROW for this project was acquired some time ago. CPR

PE - AD-348 - $1930.00 217-1920-297
CC 1783 $480

Const AD 533- $25,100 CC 1944
21 1
$71,000

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1180 8845

HIGHWAY DIVISION INVOICE

NO. 130757

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-4-80	CC 2064		217-1920-297 217-1099-297

JØSEPCØ

Josephine County Board of Commissioners
Courthouse
Grants Pass, OR 97526
ATTN: Mr. Wally Owen,
County Road Supervisor

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Grandview Avenue - Cloverlawn Drive Section Project No. SOS-1700(1)			
Total Project Costs			$216,661.73
Less Federal Funds			185,263.39
Less County Advance Deposits			30,030.00
AMOUNT DUE FINAL			$1,369.34

8845

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-4-80	CC 2064	

CREDIT DISTRIBUTION

217-1920-297
217-1099-297

BILL TO: Code:

Josephine County Board of Commissioners

Courthouse

Grants Pass, Oregon 97526

Attn: Mr. Wally Owen, County Road Supervisor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Grandview Avenue - Cloverlawn Drive Section Project No. SOS-1700(1)			
Total Project Costs			$216,661.73
Less Federal Funds			185,263.39
Less County Advance Deposits			30,030.00
(Please send copy of itemized statement with billing).			

Advance Deposit Amount	$ 30,030.00
Advance Deposit Previously Transferred to Highway Fund	$ 22,630.00
Balance	$ 7,400.00
Transfer to Highway Fund	$ 7,400.00
Refund Due	$ - - -

Amount Due . . . . . $ 1,369.34

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 1783, CC 1944

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

SP*35736-73

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-4-80

COUNTY Josephine **Contract No.** 8845 **Date Completed** 6-22-79

PROJECT # SOS-1700(1) **Section** Grandview Avenue - Cloverlawn Drive

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E. ~~Construction~~ *Consultant*	$12,800.00
State	2,562.38
P.E. Costs	$15,362.38
Construction	
Payment to Contractor	$181,759.78
Engineering	19,539.57
Construction Cost	$201,299.35
Total Cost of project	$216,661.73
Less Federal Funds	185,262.39
Less County Advance Deposit	30,030.00
AMOUNT DUE STATE	$ 1,369.34

Reference: Billing Form CC 2064

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	GRANDVIEW AVENUE @ CLOVERLAWN DRIVE SECTION JOSEPHINE COUNTY					
	Preliminary Engineering (217-1920)					
	Type Code PE					
	Marquess & Associates Inc		Lump Sum		12,800.00	
	State		All	Required	2,501.67	
					15,301.67	
	Construction (217-Y009)					
	Type Code 6201					
	Roadway (Sta. 47+75 to 53+30)					
	Final Contract Payment Summary		Lump Sum		181,338.14	
	Construction Engineering					
	State		All	Required	11,453.77	
	Marquess & Assoc. Inc.		All	Required	5,000.00	
	SFO #1 Liaison Engineering		All	Required	2,529.89	
	Total Participating Construction Engrg.				18,983.66	
	Misc. Project Costs					
	Audit		All	Required	305.07	
	Total Participating Costs				215,923.54	
	Non-Participating Items					
	Preliminary Engineering - State		All	Required	60.71	
	Contract Payment Summary		Lump Sum		262.74	
	Interest Paid to Contractor		All	Required	163.90	
	SFO#1 Liaison Engineering - State		All	Required	28.19	
	Construction Engineering - State		All	Required	183.27	
	Total Non-Participating Items				698.81	
	Total Project Costs				216,622.35	
	Prepared based on participating costs as shown on federal billing of 5-30-80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg - Salem OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE Oregon	FEDERAL AID PROJECT NO. SOS-1700(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-20-78 To: 1-11-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
201,259.97 15,362.38	200,621.87 15,301.67	8580% 8580%	172,133.56 13,128.83	172,133.56 13,128.83	-0- -0-
216,622.35	215,923.54	85.8%	185,262.39	185,262.39	-0-

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		5-27-80
FORWARDED BY FHWA DIVISION OFFICE	V. E. Skoog, Controller	

-0-

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

					** JOB TOTALS **		36.46	**	36.46	**
MADRAS/PRNVL HWY-5 MCKEEN CRK CONT NO 5075			FA PROJ NOS SOS 600001 100							
	216	1049	201	00	P	1	73,809.05		73,809.05	
	216	1049	201	00	P	1	3,650.45CR		3,650.45CR	
	216	1049	205	00	N	9	212.35CR		212.35CR	
	216	1049	293	00	N	9	212.35		212.35	
	216	1049	500	00	P	1	3,104.09		3,104.09	
	216	1049	920	00	P	1				
			TOT	P1			73,222.69		73,222.69	
			** JOB TOTALS **				73,222.69	**	73,222.69	**
GRAND VIEW AVE CLVERLAWN	CONT NO 8845 &		FA PROJ NOS SOS 700001 100							
	217	1099	201	00	P	1				
	217	1099	201	00	N	1				
	217	1099	205	00	N	1				
	217	1099	293	00	N	1				
	217	1099	293	00	N	9				
	217	1099	297	00	N	1				

TOTAL TO DATE JOB COST SUMMARY — JULY 1980 — PAG

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR			CURRENT MONTH	FISCAL YEAR TO DATE
	217	1099	293	00	N	9		
	217	1099	500	00	P	1		
	217	1099	500	00	N	1		
	217	1099	500	01	P	1		
	217	1099	500	01	N	1		
	217	1099	915	00	P	1		
	217	1099	915	01	P	1		
	217	1099	920	00	P	1		
			TOT	P1				
			TOT	N1				
			** JOB TOTALS **				**	**
BNRRXING & ALTMONT DR	CONT NO		FA PROJ NOS RRS 221001 100					
	218	1040	276	01	P	1		
	218	1040	276	01	N	1		
	218	1040	293	00	N	9		
	218	1040	293	00	N	9		
	218	1040	500	00	P	1		
	218	1040	500	03	P	1		
	218	1040	500	03	N	1		
	218	1040	915	00	P	1	16.63	16.63
			TOT	P1			16.63	16.63
			TOT	N1				

	** JOB TOTALS **			36.46 **						
6075	FA PROJ NOS SOS 600001 100								STATE	
	1049	201	00 P 1	73,809.05		73,809.05		153,495.15	80	80
	1049	201	00 P 1	3,690.45CR		3,690.45CR		7,674.76CR	80	80
	1049	205	00 N 9	212.35CR		212.35CR		69,597.30CR	80	80
	1049	205	00 N 9	212.35		212.35		69,597.30	80	80
	1049	293	00 P 1	3,104.09		3,104.09		8,428.13	80	80
	1049	500	00 P 1					708.23	80	80
	1049	920	00 P 1					154,366.80		
		TOT	P1	73,222.69		73,222.69		154,366.80 **		
		** JOB TOTALS **		73,222.69 **		73,222.69 **				
8845	FA PROJ NOS SOS 700001 100								STATE	
	1099	201	00 P 1					181,333.14	79	80
	1099	201	00 N 1					262.74	80	80
	1099	205	00 N 1					163.90	80	80
	1099	205	00 N 1					21,100.00CR	79	79
	1099	293	00 N 9					172,133.56CR	79	80
	1099	296	00 N 9					21,100.00	79	79
	1099	297	00 N 1							

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
1099	293	00 N 9			172,133.56	79	80
1099	500	00 P 1			16,356.63	79	80
1099	500	00 N 1			222.65	79	80
1099	500	01 P 1			2,548.43	80	80
1099	500	01 N 1			23.19	80	80
1099	915	00 P 1			294.05	79	80
1099	915	01 P 1			11.02	79	79
1099	920	00 P 1			63.60	79	79
	TOT	P1			200,621.87		
	TOT	N1			677.48		
	** JOB TOTALS **		**	**	201,299.35 **		
	FA PROJ NOS RRS 221001 100					STATE	
1040	276	01 P 1			43,978.00	78	78
1040	276	01 N 1			6,758.04CR	78	79
1040	293	00 N 9			40,052.41CR	78	79
1040	293	00 N 9			40,052.41	78	79
1040	500	00 P 1			307.59	78	79
1040	500	03 P 1			544.69	78	79
1040	500	03 N 1			43.45	79	79
1040	915	00 P 1	16.63	16.63	577.92	78	80
	TOT	P1	16.63	16.63	45,403.20		
	TOT	N1			6,758.04CR		

216	1974	910	00 P 1			
216	1974	912	00 P 1			
216	1974	913	00 P 1			
216	1974	914	00 P 1			
216	1974	919	00 P 1			
216	1974	920	00 P 1			
216	1974	921	00 P 1			
216	1974	922	00 P 1			
216	1974	923	00 P 1			
		TOT	P1			
		** JO3 TOTALS **			**	**

GRANVIEW @ CLOVERLAWN DR CONT NO # FA PROJ NOS SOS 70003: 100

217	1920	296	00 N 9		
217	1920	297	00 N 9		
217	1920	297	00 P 1	.70	.70
217	1920	901	00 N 1		
217	1920	901	00 P 1		
217	1920	904	00 P 1		
217	1920	905	00 P 1		
217	1920	906	00 P 1		
217	1920	911	00 P 1		
217	1920	919	00 P 1		
217	1920	920	00 P 1		
217	1920	921	00 P 1		
217	1920	922	00 P 1		
217	1920	923	00 P 1		
		TOT	P1	.70	.70
		TOT	N1		
		** JO3 TOTALS **		.70 **	.70 **

JULY 1980

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE

SPRR XING @ CHICKTOOT ST CONT NO # FA PROJ NOS RRP 133002 100

218	1916	296	00 N 9		
218	1916	298	00 N 9		
218	1916	505	00 P 1		
218	1916	507	00 P 1		
218	1916	507	00 N 1		
		TOT	P1		
		TOT	N1		
		** JOB TOTALS **			**

SPRR XING @ BELTSMONT DR CONT NO FA PROJ NOS RRS 221001 100

			00 N 9		

216	1974	910	00	P	1			[illegible]
216	1974	912	00	P	1			10.55
216	1974	913	00	P	1			6.40
216	1974	914	00	P	1			[illegible]
216	1974	918	00	P	1			[illegible]
216	1974	920	00	P	1			1,535.23
216	1974	921	00	P	1			12.[illegible]
216	1974	922	00	P	1			[illegible]
216	1974	923	00	P	1			14,493.05
		TOT	P1					14,493.05 **
		** JOB TOTALS **				**	**	

STATE

CONT NO X FA PROJ NOS SOS 70000: 100

217	1920	295	00	N	9			14,[illegible]
217	1920	297	00	N	9			1,630.00
217	1920	298	00	N	9			13,[illegible]
217	1920	501	00	P	1	.70	.70	[illegible]
217	1920	501	00	N	1			60.71
217	1920	504	00	P	1			12,000.00
217	1920	505	00	P	1			[illegible]
217	1920	506	00	P	1			130.40
217	1920	911	00	P	1			31.02
217	1920	914	00	P	1			57.95
217	1920	920	00	P	1			11.08
217	1920	921	00	P	1			511.02
217	1920	922	00	P	1			[illegible]
217	1920	923	00	P	1			506.04
		TOT	P1			.70	.70	15,301.67
		TOT	N1					60.71
		** JOB TOTALS **				.70 **	.70 **	15,362.38 **

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE

STATE

CONT NO X FA PROJ NOS RRP 133002 100

218	1916	296	00	N	9			[illegible]
218	1916	298	00	N	9			59.10
218	1916	505	00	P	1			[illegible]
218	1916	507	00	P	1			349.74
218	1916	507	00	N	1			564.56
		TOT	P1					[illegible]
		TOT	N1					1,314.30 **
		** JOB TOTALS **				**	**	

STATE

CONT NO FA PROJ NOS RRS 221001 100

[illegible]	[illegible]	[illegible]	00	N	9			[illegible]

#8845

March 19, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

COH 5
Contract #8845

Gentlemen:

A post-final payment for $906.28 will be made to Ausland Construction, Inc. on Contract No. 8845 for work on Shandview Avenue at Cloverlawn Drive in the vicinity of Grants Pass in Josephine County as soon as the warrant is prepared.

The total amount paid on this contract will be $181,395.86 including the post-final payment. Of the total, $3,210.55 is for force account.

Sincerely,

Robert W. Gornsen
COMMISSION SERVICES

dmc

cc: Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8845

January 18, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
Contract #8845

Gentlemen:

Contract No. 8845 awarded to Ausland Construction, Inc. for work on Grandview Avenue at Cloverlawn Drive in the Grants Pass vicinity in Josephine County was completed on June 22, 1979, and accepted by the State Highway Engineer on January 14, 1980.

Final payment in the amount of $9,443.19 will be released to the contractor after January 23, 1980. The total contract amount is $180,689.60, including $3,210.55 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8845

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

1-25-80 *(PPM 20-5)* (For "Off-System" Project)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-1700(1)	Josephine	Oregon 8845

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project involved preparation of .104 mile of roadway subgrade by removing existing asphalt pavement, clearing, grubbing, grading, shaping, compacting and finishing to a clean, uniform, compacted surface, satisfactory for placement of aggregate base rock. Also involved were construction of aggregate base rock, asphalt concrete pavement, sidewalk, curb & gutters, guardrail, handrail, and approximately 450 feet of reinforced concrete retaining wall. All work, including additional and incidental, was done on Grandview Avenue at Cloverlawn Drive just south of Grants Pass.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ausland Construction, Inc.	$ 178,875.50

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* D. Bystrand

TITLE For Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR JAN 28 '80 1-28 cy
FOR Info / Inves / R/D / D/R / Sign / Act / File
REFER TO Kuenzi

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
1301	0.104	24		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
T. P. Lowe, A. E.	7/11/77

12. IN COMPANY WITH J. Gil, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original Signed by T. P. LOWE		16. SIGNATURE Original Signed By G. K. HOSSNER	
14. TITLE Area Eng.	15. DATE 1/24/80	17. TITLE Field Operations Engr	18. DATE 1/25/80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

28.45

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 440-3399

Mr. Wally Owen
County Road Supervisor
Josephine County
200 N.W. "D" Street
Grants Pass, OR 97526

January 3, 1980

In Reply Refer to
File No.: CON 5

Dear Wally:

Returned herewith is correspondence, supplemental Consultant Agreement and latest billings from Marquess and Associates, Inc. for the Grandview Avenue @ Cloverlawn project.

This material is returned, since it has been determined by the External Audit Section that the supplemental Consultant Agreement is unacceptable. The reasons are set forth in the attached letter from Mr. D.S. Swan to me dated December 28, 1979.

If I may be of any further assistance in this matter please call or write.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: D.H. Moehring
George Thornton
Keith Martin

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JAN 11980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Form 734-3122

8845

AGR 4

HIGHWAY DIVISION

December 28, 1979

Jack Ayres
Federal-Aid Engineer

D. E. Swan
Operation Programming Engineer

Supplemental Agreement
Grandview Ave. @ Cloverlawn Drive
SOS-1700(1)
Josephine County

The External Audit Unit recommends that OSHD should not concur in the attached Supplemental Agreement for the following reasons:

1) The basic agreement states that the consultant shall not exceed the maximum amount without prior written approval of the County.

2) The Federal Highway Administration will participate in construction engineering only to a maximum of 15 percent. Any overruns are the responsibility of the County.

3) We cannot request FHWA approval without a favorable recommendation from our Auditor.

Please advise Josephine County that their request for approval of the Supplemental Agreement must be denied in this particular case.

MCH:fbc
Attachment

M

8845

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Grants Pass, Oregon
7 December 1979

FROM: Keith L. Martin
Resident Engineer

SUBJECT: Grandview Ave. at Cloverlawn Dr.
County Roads
Josephine County
Contract 8845

SOS

TO: Region Engineer
Roseburg, Oregon

The items listed below are submitted as the "semi-final estimate" on the subject project:

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
DEC 21 1979
REFERRED TO HAL
FOR M
FILE: PM FA LG.

1- copy	Progress Estimate
3- copies each	Construction Engineer's Statement Statement of Overruns and Underruns Resident Engineer's Project Report
2- copies	Final Index and Summary of Quantities
1- copy	As Constructed Plans
1- copy	letter of Field Job Control Certification
2- copies	Test Result Summary
1- pad	Payrolls Labor Compliance Checklist Federal Wage Interviews
1- copy	Daily Progress Report- Bituminous Pavement
1- copy	Lump Sum Certification
1- copy	Statement of Completion of "Each" Bid Item
1- copy	Certification of SFO Completion
1- copy	Letter from County to Consultant of project acceptance
3- pages	Field Notes, BI #16, PA #4, #5
6- each	Resident Engineer's Diary

This project was designed by Marquess & Assoc. acting as a consultant to Josephine County. The consultant also acted as the Resident Engineer for construction. The original arrangement required surveying, inspection, and testing by county forces. After the project started the county found it did not have the manpower available for inspection. A letter revised the agreement to have state personell conduct the inspection and testing. The county prepared the monthly estimates and surveying.

The project went well. The consultant and county were cooperative and made every effort to comply with Federal and State guidelines. Because of this attitude, the division of responsibility did not cause any problems.

The county completed final quantity calculations and statement of overruns and underruns. The quality control documentation and payroll data were completed by the state inspectors. The Resident Engineer completed the narrative.

H
Dnt.

Region Engineer
7 December 1979

Re: Semi-final submittal
Contract 8845

The contractor had a different figure for drain rock based on truck measurement. Final quantity calculations were computed from cross-sections. The contractor might submit a claim but I don't think he has any additional documentation to support the claim.

The consultant costs exceeded the amount in the agreement and a supplemental agreement is being initiated. The consultant had not realized that a weekly report was required so had not allowed for a weekly trip to the project or the time to prepare the report. This has been a problem with both consultant projects I have monitored. The consultant does not seem to have any idea of the documentation required when they estimate man hours for construction. They also are not prepared for documentation of quantities and quality control.

The engineering costs overran slightly even though the county made no engineering charges to the project. County charges were paid from their budget.

All but three Price Agreement items and two lump sum items have been prechecked. The third notification was submitted effective 8 November 1979. This means we will be paying interest on the contract until the final payment to the contractor is made.

cc: Roger Gebauer
Construction Engineer

Marquess & Associates, Inc. - - - CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

NARRATIVE REPORT

Grandview Avenue at Cloverlawn Drive

11-29-79 Josephine County Contract 8845

This project consisted mainly of widening a 550' section of Grandview Avenue with the use of a retaining wall to maintain the existing street level above an irrigation canal. The project provided a workable solution to a high-hazard location and resulted in an adequate and safer traveled way.

The contract was awarded on December 4, 1978, to Ausland Construction, Inc., for the contract amount of $178,875.50. The revised contract amount was $183,508.55. This amount was underrun by approximately 1.9%.

A pre-construction conference took place on Wednesday, December 13, 1978. The work continued through June 22, 1979, when all contract work was completed. A punch list was sent to Ausland on June 27, 1979, and all listed items were completed in an expedient manner.

Earthwork: 1320 cubic yards of excavation were estimated for this work including the general and structural excavation. The county, with the use of sections, determined the final quantity estimate for earthwork excavation to be 1291 cubic yards. The earthwork proceeded fairly routinely and no problems were encountered.

Retaining Wall: The major part of this contract was the retaining wall. Work proceeded on this portion right away due to completion time being set for irrigation season. No major problems were encountered and the wall was completed on time with the irrigation district giving its approval. The street side of the wall had to be refinished in spots due to unsatisfactory appearance. A downstream wing wall was added in an extra work order due to the shape of the existing bank and wanting to eliminate erosion. The inspection of the wall construction was done by state inspectors.

Underground Storm Systems: All underground piping was laid in a routine manner and no problems encountered. An extra work order was written to provide a solution to an unknown adverse grade drainage problem near the end of the project.

Aggregate Base and Drain Rock: This work proceeded rapidly and no problems were encountered.

November 29, 1979

Curbs: The curb and gutter construction turned out very well and property owners were satisfied with ingress and egress provided by the contractor.

Paving: The paving operation went smoothly and rapidly. The total operation completed in one day. The finished product was very satisfactory.

In summary, the project went very well and resulted in an excellent improvement to this section of Grandview Avenue.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Grandview @ Cloverlawn (G.P. Vicinity) Contract:
Highway: Cherry Road (Grandview Avenue) Date:
Date: September

Item No.	Item	Unit	[illegible]	[illegible]	[illegible]

SUMMARY

1-20	Bid Items	$	[illegible]	[illegible]	
94001-94002	Anticipated Items	$	1,700.00	-0-	
30101-30503					
801-803	Contingencies	$	8,125.90	3,[illegible].54	- 41
9201 & 99999	Engineering	$	18,231.30	18,[illegible].00	
	Liquidated Damages	$	-0-	-0-	
	Total	$	[illegible]	[illegible]	

All substantial changes were evaluated and [illegible] meaningfully affected the total project costs.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. 005 1"-3/4" Drain Rock Cu. Yd. [illegible]

It wasn't necessary for the contractor to [illegible] canal bank as anticipated, to construct the wall, [illegible] of drain rock backfill used.

B.I. 011 Reinforcement in Walls lb. $ 2[illegible] - 3,[illegible] [illegible].12

The quantities on the bid schedule were shown [illegible] the cut sheets were developed.

FA 80' Install 12" Concrete Pipe $ 1,[illegible].60 - 2,[illegible] [illegible]

The estimated time to do this job overran [illegible] of pipe, a natural gas line was encounter[illegible] ends of the 12" pipe. The 38.5 feet of 12" [illegible] were raised, and the pipe relayed to miss th[illegible].

8845

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Grants Pass, Oregon
30 October 1979

FROM: Keith L. Martin
Resident Engineer

SUBJECT: Grandview Ave. at Cloverlawn Dr.
County Road
Josephine County
Contract 8845

TO: Jack Ayres
Region 3 Federal Aide Engineer

Section VI B.1.e of the Consultant Agreement between Josephine County and Marquess & Assoc. Inc. states in part that total payment for construction engineering will not exceed $5,000.00 withour prior written approval by the county.

The construction engineering cost to date has been $17,000.00, exceeding the engineering authorization of $16,251.80 by approximately $750.00. These costs include consultant engineering, liaison engineering, and inspection by state forces. The county does not intend to charge for surveying, supervision, and inspection by county personell.

The consultant agreement for design and location authorized $12,800 fixed fees. I do not have any record of liaison expense during the design phase.

Engineering costs to date for the project are 16.5% of the $180,575,50 contract authorization.

I would recommend approval of the additional payment to Marquess & Assoc. Inc. However, I don't think we will get any additional federal participation as the engineering has exceeded 15% of the contract.

If no additional participation is available for engineering, we should notify the county.

10/30/79 Talked to Jack Ayers about this over the phone - Told him Fed's would participate up to 15% only the rest is 100% county cost. KLM

Copy to Hal Reynoldson

KLM

ENGINEERING DIVISION
COURTHOUSE ANNEX
PHONE

MAINTENANCE OFFICE
201 RIVER HILL HIGHWAY
PHONE 476-8881 EXT 811

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

October 25, 1979

Mr. Keith Martin
Highway Division
Department of Transportation
Region 3
Resident Engineer
P. O. Box 306
Grants Pass, Oregon 97526

Re: Grandview Avenue, Josephine
County Off-System Project
No. SOS-1700 (1)

Dear Sir:

The expense of construction engineering for the subject project has now overrun the $5000.00 amount authorized in the consultant agreement because of the unanticipated amount of documentation and reports required for the administrating process required for approval of the project and authorization for payment.

The overrun of cost as of the last billing September 18, 1979, is $349.02 but is estimated to be $1000.00 before all documentation is completed.

Josephine County herewith requests approval for additional cost of construction engineering above the authorized $5000.00 to be added to the project cost for payment by the FHWA under the Off-System Projects Funding used for this project.

Thank you for forwarding this request through appropriate channels for authority to pay an additional $1000.00 for consultant expense of construction engineering.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

cc: Larry Rains
Marquess & Associates

OR. STATE HIGHWAY DIVISION
RESIDENT ENGINEER
RECEIVED
OCT 30 1979

8845

OREGON STATE
HIGHWAY DIVISION

P.O. Box 306
Grants Pass, Oregon

16 August 1979

Josephine County Road Dept.
200 NW B Street
Grants Pass, Oregon 97526

Re: Grandview Ave. at Cloverlawn Dr.
County Road
Josephine County
Contract 8845

Gentlemen;

I am returning the August 1, 1979 statement from Marquess & Associates, Inc. without action.

Section VI B.1.e. of the consultant agreement states the total compensation for construction engineering will be $5,000.00 without prior written approval by the county.

Total billings to date are listed below:

Oct 23-30 Nov 78	115.70
1-31 Dec 78	930.63
1-26 Jan 79	1031.79
1-28 Feb 79	790.72
1-31 Mar 79	659.57
1-27 Apr 79	515.01
30 Apr-31 May 79	491.24
1-30 June 79	684.38
Total	5219.04

Sincerely,

Keith L. Martin

Keith L. Martin
Liaison Engineer

cc: Region Engineer
Program Management
Construction Engineer
Jack Ayres

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

August 8, 1979

Mr. Keith Martin
Resident Engineer
Oregon State Highway Division
P. O. Box 306
Grants Pass, Oregon 97526

RE: Grandview Avenue Widening Off System Project

Dear Sir:

The attached statement from Marquess and Associates is for construction engineering for the subject project.

To the best of my knowledge the statement is correct.

Sincerely,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Attachment - Statement

OREGON STATE HIGHWAY DIVISION
RESIDENT ENGINEER
RECEIVED

STATEMENT

s & Associates, Inc. . . . CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

August 1, 1979

ephine County Road Department
N. W. D Street, Courthouse Annex
nts Pass, Oregon 97526

ndview Widening -- Construction Phase
y 1 through July 27, 1979

ncipal Engineer -- W. Marquess -- .5 hr. @ $14.50/hr.	$ 7.25
oject Engineer -- L. Rains -- 4 hrs. @ $10.42/hr.	41.68
lan Survey -- R. Templin & A. Grabher -- .5 hr. @ $15.02/hr.	7.51
	56.44
erhead 100%	56.44
	$112.88
miles @ 20¢/mile	12.20
lephone and UPS	4.90
	$129.98

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
ALS

RECEIVED
DATE 8:6:79 INIT. L
APPROVED FOR PAYMENT

per month (18% annual percentage rate) will be added after 30 days unless prior arrangements are made.

8845

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Grandview Ave. @ Cloverlawn Drive (Grants Pass Vicinity)	WEEK ENDING: 6-23-79
		SECTION PREFIX: 217-1099
	HIGHWAY: Grandview (County Road)	COUNTY: Josephine
NAME OF JOB: Grandview Avenue Widening	KIND OF WORK: Grading, Surfacing, Retaining wall	
CONTRACTOR: Ausland Construction, Inc.	CONTRACT NUMBER: 8845	FEDERAL AID PROJECT NUMBER: SOS-1700 (1)
DATE OF CONTRACT: December 4, 1978	DATE WORK STARTED: December 15, 1978	ESTIMATED COMPLETION DATE: June 22, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 190	CALENDAR DAYS USED 190
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 204,953.20	ENGINEERING AUTHORIZATION $ 16,251.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 188,701.39		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 188,701.39	ENGINEERING COST TO DATE $ 14,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 89 %	DATE PROJECT WAS COMPLETED: 6-22-79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0.10	0.03		0.10
MILES PARTIALLY COMPLETED	0.10	0.10	0.03		0.10
MILES COMPLETED	0.10	0.10	0.03		0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	400 c.y.	355 c.y.	139 l.f.		220 tons
TOTAL QUANTITIES CORRECTED TO DATE	400 c.y.	355 c.y.	139 l.f.		220 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	400 c.y.	355 c.y.	139 l.f.		220 tons
AVERAGE DAILY QUANTITIES	2.1	1.9	0.7		1.2
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	1	1	1		1
HOURS PER SHIFT	8	8	8		8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Retaining wall BRIDGE NO.	100 exc.	100 re-bar	100 conc.	100 fiber	100 rock			
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 27 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity scheduled.
MONDAY	Placing Road Rock.
TUESDAY	Placing Road Rock.
WEDNESDAY	Paving.
THURSDAY	Preparing for sidewalk pour.
FRIDAY	Pouring sidewalk. Finishing up.
SATURDAY	

REMARKS

SIGNED Larry Rains LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8845

Form 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

March 16, 1979

FROM: J. E. CHRISTOPHERSON
Regional Office Engineer

TO: V. E. Skoog
Controller

SUBJECT: Grandview Ave.-Cloverlawn Dr.
Safer Off-System Project
No. 505-1700 (1)
Josephine County
Construction Engineering

Attached is a statement from Marquess and Associates for construction engineering on the subject project. Billing period is January 27 through February 28, 1979. This statement is for $790.72. Total to date is $1,822.21.

The monitoring engineer and the Region Construction Engineer have reviewed and approved this billing. A letter of approval from Josephine County is attached.

Please process this statement for payment under terms of the project agreements.

jec/cw
Attach.

cc Project Management

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 19 1979
File: PM FA
LG OP
TAM Reynolds

8845

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 26, 1979

FILE: CON 5

FROM: J. E. CHRISTOPHERSON
Regional Office Engineer

TO: V. E. Skoog
Controller

SUBJECT: Grandview Ave.-Cloverlawn Dr.
Safer Off-System Project
No. SOS-1700 (1).
Josephine County
Construction Engineering

Attached is a statement from Marquess and Associates for construction engineering on the subject project. Billing period is January 1 through January 26, 1979. This statement is for $1,031.49.

This statement has been reviewed and approved for payment by the monitoring engineer and Region Construction Engineer. A letter of approval from Josephine County is attached.

Please process the claim under the terms of the Consultant Agreement and the P.E. and Construction Finance Agreement for this project.

jec/cw
Attach.

cc Project Management, w/attach.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 1 1979
File: PM FA LG OP
TAA

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

February 7, 1979

Mr. Keith L. Martin
Liaison Engineer
Oregon State Highway Division
P. O. Box 306
Grants Pass, Oregon 97526

Re: Grandview Avenue at
Cloverlawn Drive
Off System Project

Dear Sir:

Please find enclosed a statement from Marquess and Associates dated February 1, 1979, for construction engineering on the subject project for the month of January 1979.

To the best of my knowledge the statement is correct.

Please forward for payment.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosure - Statement

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
FEB

STATEMENT

Marquess & Associates, Inc. - - - CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

February 1, 1979

ACCOUNT: Engineering Division
Josephine County Road Department
200 N. W. D Street - Courthouse Annex
Grants Pass, Oregon 97526

PROJECT: Grandview Avenue Widening -- Construction Phase
January 1, 1979, through January 26, 1979

Principal Engineer -- W. J. Marquess: 1 hr. @ $14.82/hr.	$ 14.82
Project Engineer -- L. F. Rains: 31.5 hrs. @ $10.11/hr.	318.47
Design Draftsman -- Randy Cleveland: 10.5 hrs. @ $7.20/hr.	75.60
	$408.89
Overhead -- 100%	408.89
	$817.78
15% Profit	122.67
	$940.45
254 miles @ 20¢/mile	50.80
Long Distance Telephone and Printing	40.54
	$1031.79

OK Keith Jones
Cmno80-10 12Feb79

DATE • • INIT.
APPROVED FOR PAYMENT
SIG.

8845

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 29, 1979

FILE: CON 5 #8845

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: Alfred Shirley, Jr.
Region III Engineer

SUBJECT: Grandview Ave. @ Cloverlawn Dr.
(Grants Pass Vicinity)
FAP No. SOS-1700(1)
Contract No. 8845
Deletion of Subsection 403.34
of the Special Provisions

You were requested by letter dated January 12, to notify the local government engineering this project of our action to delete Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

Please notify the local government engineering this project that a no-cost price agreement should be prepared and submitted to Ausland Construction, Incorporated to document their agreement to this change in specifications.

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Keith Martin
FHWA

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR

NOTED
H.S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8845

Salem, Oregon

January 12, 1979

FROM: C. T. Keasey
Construction Engineer

TO: Alfred Shirley, Jr.
Region III Engineer

SUBJECT: Grandview Ave. @ Cloverlawn Dr.
(Grants Pass Vicinity)
FAP No. SOS-1700(1)
Contract No. 8845
Deletion of Subsection 403.34
of the Special Provisions

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

Contractors on State projects are being notified the above specification is being deleted and that Section 403.34 of the Standard Specification will apply.

Please notify the local government engineering this project of this action so they can revise their contract with Ausland Construction, Incorporated.

CTK:fr

cc: H. S. Coulter
E. S. Hunter
Keith Martin

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8845 12-22-78 STATE COPY D

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 12-341
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State: Oregon

County: Josephine

Project Number: SOS-1700(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,000	$ 218,953
Federal funds	$ 11,900	$ 187,749
Other revisions		

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of December, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

file

Oregon State Highway Division
Salem, Oregon, December 6, 1978

Federal Aid Project
No. SOS-1700(1)

Grandview Avenue @ Cloverlawn Drive Section
County Road in Josephine County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 14,000.00
Type Code 6201			
Roadway (Sta. 47+75 to Sta. 53+30)			
Clearing and Grubbing	All Required		$ 2,700.00
General Excavation	400 cu.yd.	8.25	3,300.00
Finishing Roadbed and Slopes	All Required		2,200.00
Structure Excavation	920 cu.yd.	6.50	5,980.00
Fiber Filter	1,000 sq.yd.	1.25	1,250.00
1-1/2" - 3/4" Drain Rock	2,700 cu.yd.	6.00	16,200.00
1-1/2" - 0 Aggregate Base	205 cu.yd.	11.30	2,316.50
3/4" - 0 Aggregate Base	150 cu.yd.	13.20	1,980.00
Class "B" Asphalt Concrete	220 ton	21.50	4,730.00
Concrete in Walls	550 cu.yd.	173.00	95,150.00
Reinforcement in Walls	96,500 lb.	0.31	29,915.00
8-inch Culvert Pipe	80 lin.ft.	8.00	640.00
12-inch Culvert Pipe	47 lin.ft.	12.00	564.00
24-inch Culvert Pipe	12 lin.ft.	25.00	300.00
Concrete Inlets, Type CG	3 each	425.00	1,275.00
Concrete Walks	250 sq.yd.	12.00	3,000.00
Concrete Curbs	1,060 lin.ft.	5.75	6,095.00
Delineators	9 each	20.00	180.00
Adjusting Manholes	2 each	200.00	400.00
Driveway Reconstruction	4 each	175.00	700.00
			$178,875.50
Anticipated Items			
Temporary Erosion Control	All Required		$ 500.00
Work by Pacific Power and Light Co.	All Required		1,200.00
			$ 1,700.00
	Subtotal		$180,575.50
	Engineering		24,377.50
	Total		$204,953.00

Oregon State Highway Division
Salem, Oregon, December 6, 1978

Federal Aid Project
No. SOS-1700(1)

Length of Project - - - - - 0.105 Mile
Cost of Roadway Per Mile- - $1,951,933.33

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 14,000	$ 11,900	$ 2,100
Roadway	204,953	175,849	29,104
Total	$218,953	$187,749	$31,204

Group 1 - 100%
Contract No. 8845
Prefix No. 217-1920
Prefix No. 217-1099

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 6-84.	**FEDERAL-AID PROJECT AGREEMENT** 6-7-78	Oregon
		County Josephine
		Project No. SOS-1700(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 0.7 mi. S. of Grants Pass

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-20-78	0.10
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,000.00	$ 11,900.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Johnston

Technical Service Engineer
(Title)

By A B Johnson
for State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By J. W. Cook
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 7 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, June 2, 1978

Federal Aid Project
No. SOS-1700(1)

Grandview Avenue @ Cloverlawn Drive Section
County Road in Josephine County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (Consultant)	All Required	$ 12,800.00
Preliminary Engineering (State)	All Required	1,200.00
	Total	$ 14,000.00

Length of Project 0.10 Mile

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	County Funds
Preliminary Engineering	$ 14,000.00	$ 11,900.00	$ 2,100.00
Retain in PS & E (Roadwork)	87,000.00	74,100.00	12,900.00
Total	$101,000.00	$ 86,000.00	$15,000.00

Prefix No. 217-1920 (State P.E.)
Prefix No. 417-1923 (Consultant P.E.)
Group 1 100%

8845

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12/20/78	CC 1944	

CREDIT DISTRIBUTION

PE 217-1920
Const. 217-1009

BILL TO: Code:

Josephine Co. Board of Commissioners

Courthouse

Grants Pass, Oregon 97526

Attn: Mr. Wally Owen, Co. Rd. Supervisor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the Advance Deposit for the construction of the Grandview Ave.-Cloverlawn Drive Section, SOS-1700(1) Contract #8845 AD348 CC1783 AD533			

Advance Deposit Amount	PE	$ 1,930.00
	Const.	$ 28,100.00
Advance Deposit Previously Transferred to Highway Fund		$ 1,530.00
Balance		$ 28,500.00
Transfer to Highway Fund		$ 21,100.00
Refund Due		$
Partial or final request for billing		
Number of the previous request in connection with this service.		

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-73

8845

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 11, 1978

Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8845 for work on the Grandview Avenue at Cloverlawn Drive (Grants Pass Vicinity) Section in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddn
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
Alfred Shirley
Larry F. Raine
Marquess & Associates, Inc.
P. O. Box 490
Medford, OR 97501

AUSLAND CONSTRUCTION INC.
P. O. Box 437
GRANTS PASS, OREGON 97526

476-7475 · 476-2313

LETTER OF TRANSMITTAL

DATE	JOB NO.
DECEMBER 5, 1978	8845

ATTENTION: C. W. Head - Commission Services

RE: Grandview Avenue at Cloverlawn Drive
Grants Pass Vicinity

TO Department of Transportation
Transportation Building
Salem, Oregon 97310

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
2	12/4/78		Contract and Bond signed as requested

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☒ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS _____

RECEIVED
DEC 6 - 1978
COMMISSION
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

COPY TO _____

SIGNED: Mosby

FORM 240-2 – Available from NEBS Townsend, Mass. 01469

If enclosures are not as noted, kindly notify us at once.

8845

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
SAIF
Fran

Larry F. Rains
Marquess & Associates, Inc.
P. O. Box 490
Medford, OR 97501

December 4, 1978

Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

Gentlemen:

The Oregon Transportation Commission on November 21 accepted your proposal for work on the Grandview Avenue at Cloverlawn Drive (Grants Pass Vicinity) Section in Josephine County for the sum of $178,875.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Josephine County and when the sum of $28,100 is deposited by the County.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8845.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 15, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8845

Copy sent to Rd. Dept. for recommendation as to Payment

Noted- DWR
Check mailed 12/1/78

STATE OF OREGON 1859
ROBERT W. STRAUB GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 21 1978
BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY

November 17, 1978

Josephine County
Board of Commissioners
Courthouse
Grants Pass, OR 97526

Attn; Hon. Ben Kilpatrick, Chairman

Gentlemen:

On November 16, 1978, a satisfactory bid was received from Auzland Construction Inc., P. O. Box 437, Grants Pass, Oregon 97526, for the Grandview Ave. at Cloverlawn Drive Section, SOS-1700(1).

This is an Off-System project and based upon the contractor's bid the County's advance deposit is as follows:

Bid Items	$178,875.50
Temporary Erosion Control	500.00
Adjust Utilities	1,200.00
4½% Contingencies	8.125.90
(9%) Engineering	16,251.81
ESTIMATED TOTAL CONSTRUCTION COSTS	$204,953.20
Estimated PE Costs	9,500.00
Est. Total Project Cost	$214,453.20

County Advance Deposit is then:

14% $214,453.20 =	$ 30,023.45
Less PE Advance Deposit =	1,930.00
	$ 28,093.45

Rounded: $28,100.00

Please make your check in the amount of $28,100.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 8, 1978.

Very truly yours,

Fred Hildebrandt
for Gerald W. Wimer
Local Government Manager

HR:dmc

Section ~~Grandview Ave at Cloverlawn Dr. (Grants Pass Vicinity)~~ Programming Estimate $ 253,000

Highway 8845 County Road (Grandview Ave.) Project Length 0.10 mile

County Josephine Completion Time 190 calendar day

Kind of Work Grading, Surfacing and Retaining Wall June 27, 1979

Prefix 217-1920 FA Project No. 505-1700(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

~~221,624.50~~
~~224,182.50~~
~~206,182.50~~
213,914.50

ROUTING SLIP Date: 11/3/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number 3
Finance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: WR

COMMENTS: F.Y.I.. Would you inform the county

Form 731-6002 (1/79) SP*70804-734

Right of Way			
Utilities	500		
Railroads			
Construction	1200		
Contract Amount			$ 1,700.00
	215,614.50	~~223,524.50~~	~~224,882.50~~ $ ~~207,882.50~~
Contingencies (4-1/2%)	9,702.65	~~10,049.60~~	~~10,029.71~~ ~~9,354.71~~
Engineering (9 %)	19,405.31	~~20,099.21~~	~~20,039.43~~ ~~18,709.43~~
SUBTOTAL			$
Credit for			
Estimated Net Authorization, Construction	~~253,173.31~~ 244,722.46	~~252,111.64~~	$ ~~235,946.64~~

APPROVED

J W Ewing
Road Design Engineer
10-10-78 Copies to Costs Pidings (2) Pavilion

Rev. 10-12-78
10-17-78
11 3-78

(8)

NOTED
D. O. Christenson

FA = 220,000
Co = 30,000

Section Grandview Ave at Wonderland Dr. (Grants Pass Vicinity) Programming Estimate $ 253,000

Highway County Road (Grandview Ave.) Project Length 0.10 mile

County Josephine Completion Time 190 calendar day

Kind of Work Grading, Surfacing and Retaining Wall June 27, 1979

Prefix 217-1920 FA Project No. 505-1700(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

~~221,624.50~~ ~~224,182.50~~ ~~206,182.50~~

Estimated Contract Amount $ 213,914.50

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
PP&L (3 @ $400)	1200	
~~Misc. Permit Fees~~		
		$ 1,700.00

	215,614.50	~~223,524.71~~	~~222,852.50~~ ~~$ 207,882.00~~
Contingencies (4-1/2%)	9,702.65	~~10,049.60~~	~~10,029.71~~ 9,354.71
Engineering (9 %)	19,405.31	~~20,099.21~~	~~20,059.43~~ 18,707.43
		SUBTOTAL	$
Credit for			
Estimated Net Authorization, Construction	~~253,473.31~~ 244,722.46	~~252,711.64~~	~~$ 235,944.14~~

APPROVED

J. W. Wiley
Road Design Engineer
10-10-78 Copies to Costs Ridings (2) Pendleton

Rev. 10-12-78
10-17-78 (S)
11-3-78

NOTED
D. O. Christenson

FA = 220,000
Co = 30,000

OREGON STATE HIGHWAY DIVISION

MARY--BID SCHEDULE--COST ESTIM

Sheet 1 of 1

Date 10-3-78

ction Grandview Ave. at Cloverlawn Dr. (Grants Pass Vicinity) County Josephine

Kind Of Work Grading, Surfacing and Retaining Wall Length 0.104 mi Name Butler-6292

10/10/78

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Clearing and Grubbing		Lump Sum	All	Lump Sum	2500 00
	General Excavation		Cu. Yd.	400	5 00	2000
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1,000 00
	Structure Excavation		Cu. Yd.	920	10 00	9200
	Fiber Filter		Sq. Yd.	1000	3 50	3,500
	1 1/2"-3/4" Drain Rock		Cu. Yd.	2700	8 50	22,950
	1 1/2"-0 Aggregate Base		Cu. Yd.	205	10 50	2,152
	3/4"-0 Aggregate Base		Cu. Yd.	150	12 00	1800
	Class "B" Asphalt Concrete		Ton	220	23 50	5170
	Concrete in Walls		Cu. Yd.	550	200 00	110,000
	Reinforcement in Walls		Lb.	96500	0 40	38,600
	Pipe Handrail		Lin. Ft.	410	40 00	16,400
	8-inch Culvert Pipe		Lin. Ft.	80	10 00	800
	12-inch Culvert Pipe		Lin. Ft.	47	16 00	752
	24-inch Culvert Pipe		Lin. Ft.	12	35 00	420
	Concrete Inlets, Type CG		Each	3	450 00	1,350
	Guard Rail, Type 2A		Lin. Ft.	410	11 00	4510
	Concrete Walks		Sq. Yd.	216.50	13 00	3,250 2,808
	Concrete Curbs		Lin. Ft.	1,060	6 50	6890
	Delineators		Each	9	20 00	180
	Adjusting Manholes		Each	2	200 00	400
	Driveway Reconstruction		Each	4	250 00	1,000

#8845 10-25-78 CON 21-1 Josephine

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-1700(1)

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80118

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-20-78	10-25-78	non Federal-aid	County Road

GENERAL LOCATION:
Grandview Ave. at Cloverlawn Dr. Section

GENERAL DESCRIPTION OF WORK:
Authorization to advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 10-17-78, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

Swan
12-22

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-78	G. L. Hosaner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

8845

Josephine

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10 11 9 78
Donald L Rout

11-16-78 Bid Letting _____ All Clear Deadline

SECTION Grandview Ave @ Clover Lawn Dr.
Highway Co. Road
County Josephine Region 3
Type of Work 6-P Funds 05
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					Irrigation Facility
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

Section Grandview Ave at Cloverlawn Dr. (Grants Pass Vicinity) Programming Estimate $ 253,000

Highway 8845 County Road (Grandview Ave.) Project Length 0.10± mile

County Josephine Completion Time 190 calendar day

Kind of Work Grading, Surfacing and Retaining Wall June 27, 1979

Prefix 217-1920 FA Project No. 505-1700(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 10/18/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lana Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lana Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number 3
Finance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Proj. Mgmt.

COMMENTS: F.Y.I. ox/boats

Ref: (3a14a)

Form 731-0002 (1/78) Ferry SP*70004-734

	Contract Amount	
		221,624.50 ~~224,182.50~~ ~~206,182.50~~
	500	$ 1,700.00
	1200	
	223,324.50	~~222,882.50~~ $ 207,882.50
Contingencies (4-1/2%)	10,049.60	~~10,027.71~~ 9,354.71
Engineering (9 %)	20,099.21	~~20,039.43~~ 18,709.43
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction	253,473.31	~~252,911.64~~ $ ~~235,946.64~~

APPROVED

J. H. Weidner
Road Design Engineer

10-10-78 Copies to:
Costs
Ridings (2)
Rand. Hsu

Rev. 10-12-78
10-17-78

NOTED
D. O. Christensen

~~Section~~ Grandview Ave at Cloverlawn Dr. (Grants Pass Vicinity) Programming Estimate $ 253,000

Highway County Road (Grandview Ave.) Project Length 0.10± mile

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Kind of Work Grading, Surfacing and Retaining Wall June 27, 1979

Prefix 217-1920 FA Project No. 505-1700(1)

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221,624.50
~~224,182.50~~
~~206,182.50~~

Estimated Contract Amount $ ~~206,182.50~~

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
PP&L (2@ $400)	1200	
~~Misc. Permit Fees~~		
		$ 1,700.00
	223,324.00	~~224,882.00~~ $ 207,882.00
Contingencies (4-1/2%)	10,049.60	~~10,029.11~~ 9,354.71
Engineering (9 %)	20,099.21	~~20,059.43~~ 18,709.43
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction	253,473.31	~~252,911.64~~ $ ~~235,947.64~~

APPROVED

J. W. Wesley

Road Design Engineer

10-10-78 Copies to Costs, Bidings (2), Rep. Olsen

Rev. 10-12-78
10-17-78

NOTED
D. O. Christensen

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 10-3-78

Section Grandview Ave. at Cloverlawn Dr. (Grants Pass Vicinity) County Josephine

Kind Of Work Grading, Surfacing and Retaining Wall Length 0.104 mi. Name Butler-6292

10/10/78

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Clearing and Grubbing		Lump Sum	All	Lump Sum	2500.00
	General Excavation		Cu. Yd.	400	5.00	2000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1,000.00
	Structure Excavation		Cu. Yd.	920	10.00	9200.00
	Fiber Filter		Sq. Yd.	1000	3.50	3,500.00
	1 1/2"-3/4" Drain Rock		Cu. Yd.	2700	8.50	22,950.00
	1 1/2"-0 Aggregate Base		Cu. Yd.	205	10.50	2,152.50
	3/4"-0 Aggregate Base		Cu. Yd.	150	12.00	1800.00
	Class "B" Asphalt Concrete		Ton	220	23.50	5170.00
	Concrete in Walls		Cu. Yd.	500	200.00 ~~170.00~~	100,000.00 ~~85,000~~
	Reinforcement in Walls		Lb.	88500	0.40	35,400.00
	Pipe Handrail		Lin. Ft.	410	40.00	16,400.00
	8-inch Culvert Pipe		Lin. Ft.	80	10.00	800.00
	12-inch Culvert Pipe		Lin. Ft.	47	16.00	752.00
	24-inch Culvert Pipe		Lin. Ft.	12	35.00	420.00
	Concrete Inlets, Type CG		Each	3	450.00	1,350.00
	Guard Rail, Type 2A		Lin. Ft.	410	11.00	4510.00
	Concrete Walks		Sq. Yd.	250 ~~216~~	13.00	3,250.00 ~~2,808~~
	Concrete Curbs		Lin. Ft.	1,060	6.50	6890.00
	Delineators		Each	9	20.00	180.00
	Adjusting Manholes		Each	2	200.00	400.00
	Driveway Reconstruction		Each	4	250.00	1,000.00

8845

10-16-78

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Detail, & Summary
2A	Retaining Wall Details
3	Plan & Profile
3A	Superelevation Diagram

Drg. Nos.
S-1, S-12, 2200 } Temporary Protection & Direction of Traffic
2126C
2077 - Conc. Curb
2105 - Conc. Inlets
3-708 - Delineators

STA
DEPARTMEN
STATE
PLANS

GRADING, SURF

GRANDVIEW AVENUE AT CLOVERLA

COUNTY ROA

JOS

| Grandview Ave. at Cloverlawn Dr. (Gra
County Road Grandview
Josephine County		
FED. ROAD Div. No.	STATE	PROJ. NUM.
10	OREGON	S05-17

Revised 11-3-78 Guard Rail Stone

STATE OF OREGON

EPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

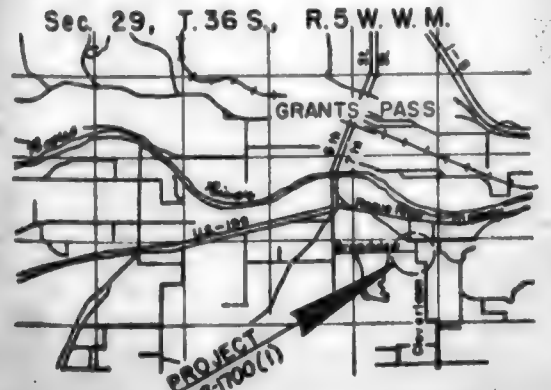
RADING, SURFACING AND RETAININGWALL

CLOVERLAWN DRIVE (GRANTS PASS VICINITY) SECTION

OUNTY ROAD (GRANDVIEW AVENUE)

JOSEPHINE COUNTY

NOVEMBER, 1978



VICINITY MAP
No Scale

Addendum # 1:

- *Delete Guardrail*
- *Add extra height to retaining wall*

Approved: Walter J. Marquess

Marquess & Associates Inc.

PLANS PR
JOSEPHIN

BY: MARQUESS
Consulting E
MEDFORD, ORE

OREGON DEPARTME
CO

TECHNICAL SERVIC

DEPARTMENT
FEDERAL HIGHV

APPROVED:

DISTRICT EN

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

14V-124

F OREGON

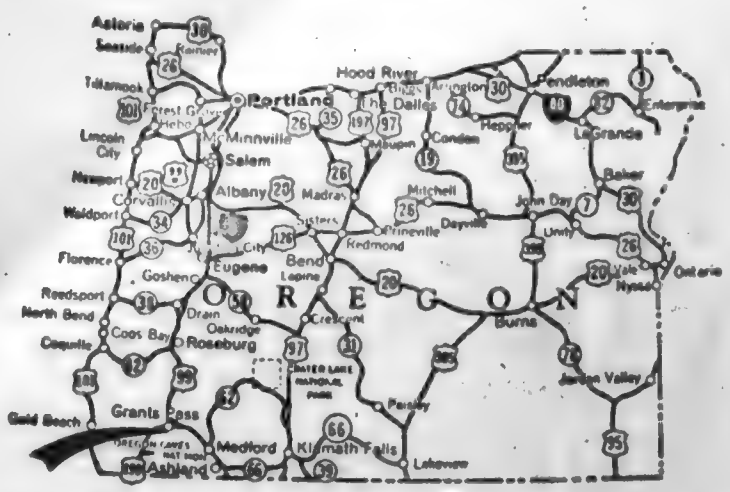
TRANSPORTATION

WAY DIVISION

OPOSED PROJECT

Grandview Ave. at Cloverlawn Dr. (Grants Pass Vicinity) Sec. County Road (Grandview Avenue) Josephine County				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	S05-1700(1)		See Index

Revised 11-3-78 Guard Rail Standard Drg. No. Deleted



AND RETAININGWALL

DRIVE (GRANTS PASS VICINITY) SECTION

RANDVIEW AVENUE)

E COUNTY

ER, 1978

NITY MAP
No Scale

Addendum # 1:
- *Delete Guardrail*
- *Add extra height to retaining wall*

Approved: Walter J. Marquess
Marquess & Associates Inc.

PLANS PREPARED FOR JOSEPHINE COUNTY

BY: MARQUESS & ASSOCIATES, INC.
Consulting Engineers
MEDFORD, OREGON PH. 772-7115

REGISTERED PROFESSIONAL ENGINEER 3649 WALTER J. MARQUESS

OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE

TECHNICAL SERVICES ENGINEER — DATE 10-16-78

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

8845

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Grants Pass

FILE:

Salem, Oregon

October 4, 1978

13

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Grandview Avenue at
Cloverlawn Drive [redacted]
Josephine County

TO: D.O. Christensen
Final Design Engineer

In looking at the preliminary copy of contract plans for the abovenamed project, I note the following:

1. The vicinity arrow is missing from the Oregon map.

2. The typical section shows a 6-foot shoulder on one side and no shoulder on the other. Is the 6 feet for parking? If not, I would like to suggest 15-foot lanes in both directions. A 12-foot lane against a curb is not wide enough for a car and a bicycle.

DES:jp

REFERRED TO
Beard Stoudenmayer
Cole Sample
Eriksen F.E. Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 05 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

10-13-78
Discussed item 2 above with Jack Ayres. In discussion with Jack he indicated Grants Pass would probably stripe 3-12-12-3 as per his discussion with them. DOC

9845

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to
File No. PRO 6

Mr. Wally Owen
County Road Supervisor
Josephine County
200 N.W. "D" St.
Grants Pass, OR 97526

October 13, 1978

Dear Mr. Owen:

Contrary to the letter I wrote you on October 11, 1978 which indicated that the project on Grandview - Cloverlawn was within the $250,000 funding limit, I must now inform you that a later estimate has been received which reflects a cost somewhat greater than $250,000.

Attached are the latest figures and cost breakdown for this project. If you have any questions please call or write.

It appears that this increase in cost is due to the rise in cost of cement which is limited in supply and availability.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp
Attach.
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OE ☐
LGE ☑ FAE ☐ CE ☐
OCT 16 1978
File: PM FA
TAA LG OP

Jack Ayres will inform the County

Have Ayres add PE costs onto this total. #252,971.64

Form 734-3122

Section Grandview-Hillcrest (Lowerkumler (Grants Pass Vicinity)) Programming Estimate $ 336,000

Highway County Road (Grandview Ave.) Project Length 0.10 mile

County Josephine Completion Time 190 calendar days

Kind of Work Grading, Surfacing and Retaining Wall June 27, 1979

Prefix ZI7-1920 FA Project No. 505-1700(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~206,182.50~~ 221,182.50

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	500
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
PP&L (20 @ $60)	1200
~~Misc.—Permit Fees~~	

$ 1,700.00

	~~$ 207,882.50~~ 222,882.50
Contingencies (4-1/2%)	~~9,354.71~~ 10,029.71
Engineering (9 %)	~~18,707.43~~ 20,059.43
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	~~235,944.64~~ 252,971.64

APPROVED

Road Design Engineer

Rev. 10-12-78

10-10-18 Copies to Costs Ridings (2) Donaldson

252,971.64
13
265,971.64
213
52,971.64
1,530.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 10-3-78

Section Grandview Ave. at Cloverlawn Dr. (Grants Pass Vicinity) County Josephine

Kind Of Work Grading, Surfacing and Retaining Wall Length 2,104 mi. Name Butler-6292

10/10/78 BJ

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Clearing and Grubbing		Lump Sum	All	Lump Sum	2500.00
	General Excavation		Cu. Yd.	400	5.00	2000
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1,000.00
	Structure Excavation		Cu. Yd.	920	10.00	9200
	Fiber Filter		Sq. Yd.	1,000	3.50	3,500
	1-1½"-3/4" Drain Rock		Cu. Yd.	2700	8.50	22,950
	1½"-0 Aggregate Base		Cu. Yd.	205	10.50	2,152
	¾"-0 Aggregate Recs		Cu. Yd.	150	12.00	1800
	Class "B" Asphalt Concrete		Ton	220	23.50	5170
	Concrete in Walls		Cu. Yd.	500	200.00 ~~170.00~~	105,000 ~~85,000~~
	Reinforcement in Walls		Lb.	88500	0.40	35,400
	Pipe Handrail		Lin. Ft.	410	40.00	16,400
	8-inch Culvert Pipe		Lin. Ft.	80	10.00	800
	12-inch Culvert Pipe		Lin. Ft.	47	16.00	752
	24-inch Culvert Pipe		Lin. Ft.	12	35.00	420
	Concrete Inlets, Type CG		Each	3	450.00	1,350
	Guard Rail, Type 2A		Lin. Ft.	410	11.00	4,510
	Concrete Walks		Sq. Yd.	216	13.00	2808
	Concrete Curbs		Lin. Ft.	1,060	6.50	6,890
	Delineators		Each	9	20.00	180
	Adjusting Manholes		Each	2	200.00	400
	Driveway Reconstruction		Each	4	250.00	1,000

8145

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Detail, & Summary
2A	Retaining Wall Details
3	Plan & Profile
3A	Superelevation Diagram

10-12-78

STATE OF OR

DEPARTMENT OF TRA

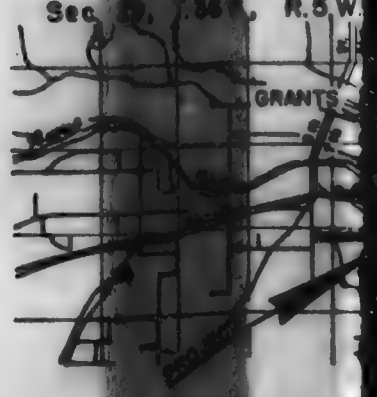
STATE HIGHWAY

PLANS FOR PROPOSE

GRANDVIEW AVENUE AT CLOVERLAWN DRIV

COUNTY ROAD (GRAND

JOSEPHINE COU



VICINITY MAP
No Scale

ATE OF OREGON

NT OF TRANSPORTATION

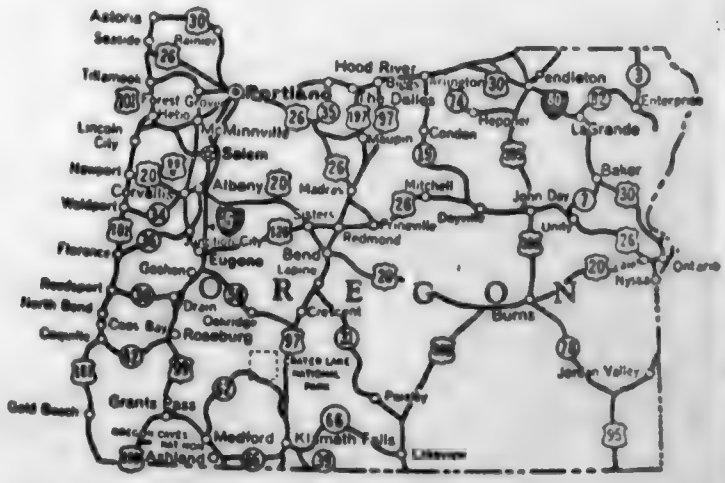
HIGHWAY DIVISION

S FOR PROPOSED PROJECT

PRELIMINARY COPY
SEP 28 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Grandview Ave. at Cloverlawn Dr. (Grants Pass Vicinity) Sec. County Road (Grandview Avenue) Josephine County				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

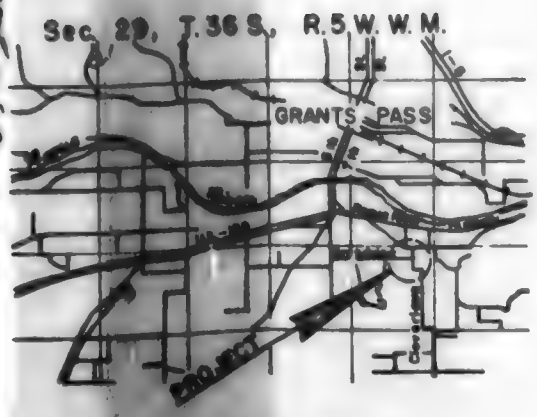
APPROVED 10-12-78 19
BOARD OF COMMISSIONERS OF COUNTY
BY Ben Kilpatrick COMMISSIONER
COMMISSIONER
COMMISSIONER



AWN DRIVE (GRANTS PASS VICINITY) SECTION

AD (GRANDVIEW AVENUE)

SEPHINE COUNTY



VICINITY MAP
No Scale

PRELIMINARY COPY
SUBJECT TO CHANGE

PLANS PREPARED FOR
JOSEPHINE COUNTY

BY: MARQUESS & ASSOCIATES, INC.
Consulting Engineers
MEDFORD, OREGON PH. 772-7115

REGISTERED PROFESSIONAL ENGINEER
3649
OREGON
WALTER J. MARQUESS

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

TECHNICAL SERVICES ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER DATE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

REGON

ANSPORTATION

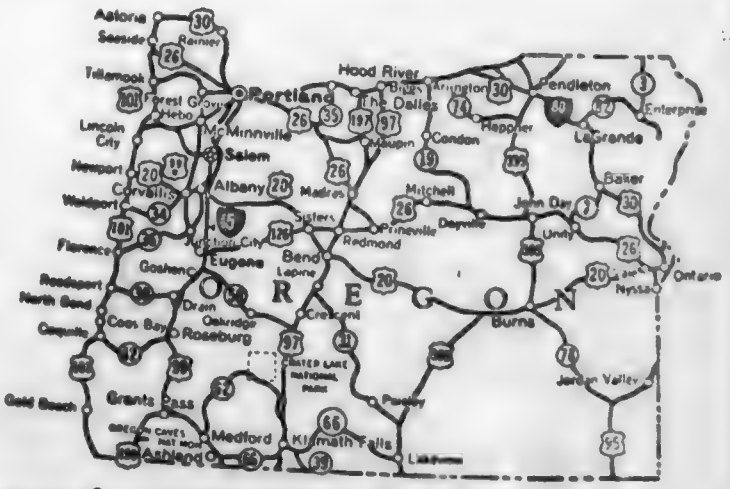
Y DIVISION

ED PROJECT

PRELIMINARY COPY
SEP 28 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Grandview Ave. at Cloverlawn Dr. (Grants Pass Vicinity) Sec. County Road (Grandview Avenue) Josephine County				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

APPROVED 10-12-78 19....
BOARD OF COMMISSIONERS OF ..... COUNTY
BY Ben Fitzpatrick COMMISSIONER
COMMISSIONER
COMMISSIONER



VE (GRANTS PASS VICINITY) SECTION

OVIEW AVENUE)

OUNTY

AP

PRELIMINARY COPY
SUBJECT TO CHANGE

PLANS PREPARED FOR
JOSEPHINE COUNTY

BY: MARQUESS & ASSOCIATES, INC.
Consulting Engineers
MEDFORD, OREGON PH. 772-7...

REGISTERED PROFESSIONAL ENGINEER 3629 OREGON MAY 7, 1954 WALTER I. MARQUESS

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

TECHNICAL SERVICES ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

F OREGON

TRANSPORTATION

WAY DIVISION

OPOSED PROJECT

PRELIMINARY COPY
SEP 28 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Grandview Ave. at Cloverlawn Dr. (Grants Pass Vicinity) Sec. County Road (Grandview Avenue) Josephine County				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

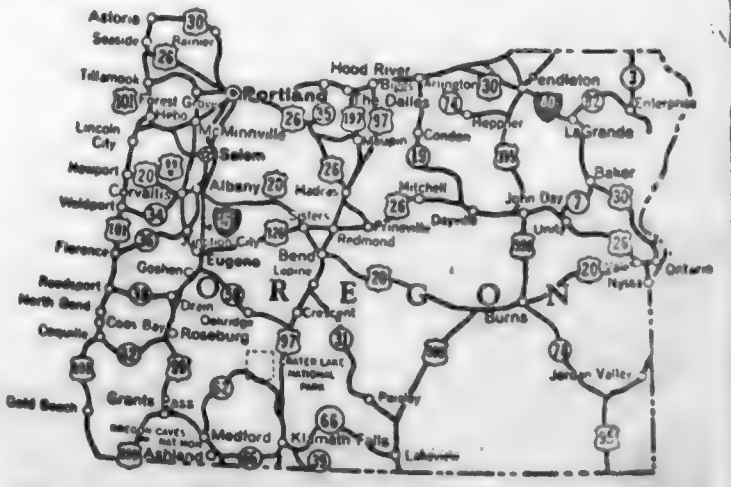
APPROVED 10-12-78 19...

BOARD OF COMMISSIONERS OF ... COUNTY

BY Ben Kilpatrick COMMISSIONER

COMMISSIONER

W. C. Langhedge COMMISSIONER



DRIVE (GRANTS PASS VICINITY) SECTION

RANDVIEW AVENUE)

E COUNTY

NITY MAP
lo Scale

PRELIMINARY COPY
SUBJECT TO CHANGE

PLANS PREPARED FOR
JOSEPHINE COUNTY

MARQUESS & ASSOCIATES, INC.
BY: Consulting Engineers
MEDFORD, OREGON PH. 772-7115

REGISTERED PROFESSIONAL ENGINEER
3649
OREGON
MAY 7, 1964
WALTER J. MARQUESS

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

TECHNICAL SERVICES ENGINEER ... DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER ... DATE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

8845

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No.: PRO 6

Mr. Wally Owen
County Road Supervisor
Josephine County
200 N.W. "D" St.
Grants Pass, OR 97526

October 11, 1978

Dear Mr. Owen:

Attached is a revised cost estimate from Project Management in Salem which I received minutes after talking to you on the phone. We are still under the $250,000.00 limitation set for the Grandview @ Cloverlawn Dr. project.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp
Attach.
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 12 1978
File: PM FA
LG OP

Form 734-3122

Section Grants Pass Vicinity (Grants Pass Vicinity) Programming Estimate $ _____

Highway County Road (Glendview Ave.) 8845 Project Length 0.10± mile

County Josephine Completion Time 190 calendar day

Kind of Work Grading, Surfacing and Retaining Wall June 27, 1979

Prefix 217-1920 FA Project No: _____

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 10/11/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lana Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lana Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number 3
Finance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Project Mngt.

COMMENTS: Please Inform the County

Form 731-0022 (1/78) SP*7000-734

Contract Amount $ 206,182 50

500

$ 1,700 00

1200

$ 207,882 50

Contingencies (4-1/2%) 9,354 71

Engineering (9 %) 18,709 43

SUBTOTAL $

Credit for _____

Estimated Net Authorization, Construction $ 235,949 64

APPROVED

County Share 14% of 235,949.64
= $33,032.95
Rounded $33,000 00

Road Design Engineer
10-10-78. Copies to
Costs
Bidings (2)
Rathbun

Section Crandview Interchange at Cloverdale Ln. (Grants Pass Vicinity) Programming Estimate $ _____

Highway County Road (Crandview Ave.) Project Length 0.10± mile

County Josephine Completion Time 190 calendar day

Kind of Work Grading, Surfacing and Retaining Wall June 27, 1979

Prefix 217-1920 FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 206,182.50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
PP&L (3@ $400)	1200	
_____		
_____		
~~Misc. Permit Fees~~ _____		
_____		
		$ 1,700.00
		$ 207,882.50
Contingencies (4-1/2%)		9,354.71
Engineering (9 %)		18,709.43
	SUBTOTAL	$
Credit for _____		
Estimated Net Authorization, Construction		$ 235,949.64

APPROVED

County Share 14% of 235,949.64
= $33,032.95
Rounded $33,000.00

_____
Road Design Engineer
10-10-78 Copies to
Costs
Ridings (2)
Pontoldson

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 10-3-78

ection Grandview Ave. at Cloverlawn Dr. (Grants Pass Vicinity) County Josephine

Kind Of Work Grading, Surfacing and Retaining Wall Length 0.104 mi. Name Butler-6292

10/10/78

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Clearing and Grubbing		Lump Sum	All	Lump Sum	2500.00
	General Excavation		Cu. Yd.	400	5.00	2000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1,000.00
	Structure Excavation		Cu. Yd.	920	10.00	9200.00
	Fiber Filter		Sq. Yd.	1,000	3.50	3,500.00
	1 1/2"-3/4" Drain Rock		Cu. Yd.	2700	8.50	22,950.00
	1 1/2"-0 Aggregate Base		Cu. Yd.	205	10.50	2,152.50
	3/4"-0 Aggregate Base		Cu. Yd.	150	12.00	1800.00
	Class "B" Asphalt Concrete		Ton	220	23.50	5,170.00
	Concrete in Walls		Cu. Yd.	500	170.00	85,000.00
	Reinforcement in Walls		Lb.	88500	0.40	35,400.00
	Pipe Handrail		Lin. Ft.	410	40.00	16,400.00
	8-inch Culvert Pipe		Lin. Ft.	80	10.00	800.00
	12-inch Culvert Pipe		Lin. Ft.	47	16.00	752.00
	24-inch Culvert Pipe		Lin. Ft.	12	35.00	420.00
	Concrete Inlets, Type CG		Each	3	450.00	1,350.00
	Guard Rail, Type 2A		Lin. Ft.	410	11.00	4,510.00
	Concrete Walks		Sq. Yd.	216	13.00	2808.00
	Concrete Curbs		Lin. Ft.	1,060	6.50	6890.00
	Delineators		Each	9	20.00	180.00
	Adjusting Manholes		Each	2	200.00	400.00
	Driveway Reconstruction		Each	4	250.00	1,000.00
						$206,182.50

.8845

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

October 11, 1978

FROM: J. E. CHRISTOPHERSON
Regional Office Engineer

TO: V. E. Skoog
Controller

SUBJECT: Grandview Ave.-Cloverlawn Dr.
Safer Off-System Project
No. SOS-1700(1)
Josephine County
Preliminary Engineering

Attached is a statement from Marquess and Associates, Inc. for preliminary engineering costs on the subject project. Billing period is June 1 through September 8, 1978. This statement is for $1631.31 bringing total preliminary costs to $9852.43.

This statement has been reviewed and approved for payment by monitoring engineer and Region Construction Engineer. A letter of approval from Josephine County is attached.

Please process this claim under the terms of the Consultant Agreement and the P.E. and Construction Finance Agreement for the subject project.

jec/cw
Attach

cc Project Management. w/attach.

PROJECT MANAGEMENT

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

September 14, 1978

Mr. Ron Busey
Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

Re: Grandview Avenue
Widening Off-System
Project, Retaining Wall

Dear Sir:

The attached statement is for work on the Grandview Avenue Widening and Retaining Wall, Off System Project.

The time and rates are correct to the best of my knowledge.

Please forward to the appropriate office for payment.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Attachment - Statement

RECEIVED
SEP 1 5 1978
OFFICE OF RESIDENT ENGINEER
R. V. BUSEY
COPY SENT OR FILE INFO

STATEMENT

Marquess & Associates, Inc. - - - CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

September 12, 1978

ACCOUNT: Josephine County Road Department
Engineering Division
200 N. W. D Street - Courthouse Annex
Grants Pass, Oregon 97526

PROJECT: Grandview Avenue Widening
June 1, 1978, through September 8, 1978

Principal Engineer:	
W. J. Marquess -- 14 hrs. @ $14.50/hr.	$ 203.00
Project Engineer:	
L. F. Rains -- 11 hrs. @ $9.76/hr.	107.36
Design Engineer:	
W. V. Riley -- 15 hrs. @ $8.41/hr.	126.15
Draftsman I:	
C. A. Reising -- 36 hrs. @ $6.78/hr.	244.08
C. R. Oyerly -- 3 hrs. @ $6.78/hr.	20.34
	$ 700.93
Overhead -- 100%	700.93
	$1,401.86
Profit -- 15%	210.28
	$1,612.14
Printing	19.17
	$1,631.31

RECEIVED
DATE : : INIT.
APPROVED FOR PAYMENT
SIG.

APPROVED:
[illegible] ENGR

RECEIVED
SEP 15 1978
OFFICE OF RESIDENT ENGINEER
R. V. BUSEY
ASST OF FILE INSP

APPROVED
Ronald V. Busey
Resident Engineer

8845

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2017

8-17-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. _____
Project Name Grandview Avenue at Cloverlawn Drive (Josephine County)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971, by dedication in the Chicago Land Company's Subdivision and long standing prescriptive rights acquired by use of the existing road.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon, this 17th day of August, 19 78

Josephine County
Board of County Commissioners
Ben Kilpatrick, Abstained

Commissioner

Commissioner

M. C. Laughridge
Commissioner

Certified By:

for Richard Wilson
Regional Right-of-Way Supervisor
Date 8-22-78

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8845

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Marquess & Associates, Inc.
PO Box 490
Medford, OR 97501

August 3, 1978

ATTENTION: W.J. MARQUESS

Dear Mr. Marquess:

Attached is one set of preliminary plans for the Grandview Ave. @ Cloverlawn (Grants Pass) Sec. which have been reviewed by the Design & Structures Sections of the highway division in Salem. Also attached is a letter of comments and explanations for bringing the plans into conformance for state acceptance.

If you have any further questions concerning plans preparation, please contact Mr. Ron Busey, Resident Engineer, 240 NE Agness, PO Box 267, Grants Pass, 479-4247.

He will be glad to provide any assistance you may require.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cd
Attach.
cc: D.H. Moehring
W. Hart (Structures)
D. Christensen (Design)
George Thornton
Ron Busey
Wally Owen, Josephine Co.

PROJECT MANAGEMENT
PE CCE OM
LCE FAE CPE
AUG 1 1978
TAA File: PM FA
LG C

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 31, 1978

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Grandview Avenue at Cloverlawn Drive (Grants Pass Vicinity)
County Road (Grandview Avenue)
Josephine County

TO: Alfred Shirley, Jr.
Region 3 Engineer

Attention: Jack Ayres
Federal Aid Engineer

Plans for the project have been reviewed by us and the Structures Section. We are returning one set of prints with our comments and suggestions shown in red, for bringing the plans into conformance with our specifications and standards.

We are enclosing a blank title sheet for the consultants use in making a title sheet for the project and a set of contract plans to be used as a guide in preparing plans for Federal Aid Projects.

Utility adjustments are usually made "by others" and noted as such, if any are to be made under the contract they should be noted for adjustment or relocation.

The typical section shows "selected subgrade material when required". If subexcavation areas are fairly certain, the limits and quantities should be shown as bid items, if this is not the case it is usually done as "Extra Work". An earth berm should be shown behind the curb on the right side, this provides for a future walk and sets up a dimension for driveway construction.

"General Excavation" and embankment quantities for the roadway are usually shown on line brackets near the bottom of the profile portion of the plan and profile sheet. "Removal of Old Roadway" would be included in the excavation quantity, unless the pavement is concrete, then it would be a "Pavement Removal" item in square yards.

Excavation quantities are not shown for the culvert installations or in the summary. We usually indicate the estimated excavation quantities even though it may not be a bid item.

The retaining wall design was reviewed by the Structural Design Section. Soil with a density of 110 pounds per cubic foot and an internal angle of friction of 33°-41' was assumed. Also a 3.0 foot surcharge was added to simulate live load. Calculations indicated that the wall is stable against sliding and overturning.

It is this office's policy not to splice wall reinforcement (the No. 9 bars at 6" o.c.). However, if splices are used, they should be Class B splices which are 57 inches for No. 9 bars. Also, the splices should be staggered.

Concrete could be saved by tapering the wall from 15 inches at the bottom to 9 inches at the top. Also, a saving in the reinforcing steel quantity could be made by utilizing No. 4 bars at 18" o.c. for all temperature steel.

Overstresses were encountered in the footing heel. Stresses of 40,700 psi were calculated in the No. 8 bars at 12" o.c. and 1,900 psi compression in the concrete.

A minimum length of 13 inches is required from top of footing to bottom of the No. 9 bars for their development length. With a minimum clearance of 3 inches between the bottom of the footing and these No. 9 bars, a minimum footing depth of 16 inches is required.

The concrete sidewalk construction on the structure at Cloverlawn Drive should be detailed to indicate how the walk will be added.

FE:ab
cc: L. L. Wallace
Fred Eriksen

8845

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

June 15, 1978

FROM: J. E. CHRISTOPHERSON
Regional Office Engineer

TO: V. E. Skoog
Controller

SUBJECT: Grandview Ave. Widening
Safer Off-System Project
SOS-1700(1)
Josephine County
Preliminary Engineering

Attached is Marquess & Associates statement for preliminary engineering costs on the subject project for May, 1978. This statement is for $478.44 and is for work on project specifications. Total preliminary engineering costs to date are $8221.12.

The statement has been reviewed and approved for payment by the Monitoring Engineer, Region Construction Engineer and by the Josephine County Road Dept.

Please process this claim under the terms of the Consultant Agreement and the P.E. and Construction Agreement for the subject project.

jec/cw
Attach.

cc Project Management, w/attach.

WIMER

HAL

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

June 7, 1978

Mr. Ron Busey
Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

Re: Grandview Avenue Widening Project

Dear Sir:

Please find enclosed billing on Grandview Avenue widening project for preliminary engineering from the consultant engineer.

Please forward for processing.

Sincerely,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosure - Billing

RECEIVED
JUN 5 1978
OFFICE OF RESIDENT ENGINEER
R. V. BUSEY
ASST OR FILE INSP

Jack -
This is billing for the specification work they recently submitted -
R. Busey

STATEMENT

Marquess & Associates, Inc. - - - CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

June 1, 1978

ACCOUNT: Josephine County Road Department
Engineering Division
200 N. W. D Street
Courthouse Annex
Grants Pass, Oregon 97526

PROJECT: Grandview Avenue Widening
May 1, 1978, through May 26, 1978

Principal Engineer:	
W. J. Marquess -- 5 hrs. @ $14.50/hr.	$ 72.50
Design Engineer:	
W. V. Riley -- 16 hrs. @ $8.41/hr.	134.56
	$207.06
Overhead -- 100%	207.06
	$414.12
Profit -- 15%	62.12
	$476.24
Printing	2.20
	$478.44

APPROVED:
REG. CONSTR. ENGR.

APPROVED
Ronald V. Burns
Public Works Engineer

RECEIVED
DATE 6 : 7 : 78 INIT. W
APPROVED FOR PAYMENT

8845

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

May 23, 1978

Mr. Wally Owens, Supervisor
Engineering Division
Josephine County Dept. of Rds.
200 N.W. "D" Street
Grants Pass, OR 97526

Dear Mr. Owens:

This will acknowledge receipt from Ron Busey, Resident Engineer, Grants Pass, your submission of general and special provisions for the Grandview Avenue (Off-System) Widening Project.

By a copy of this letter these provisions are being transmitted to the Project Management Section in Salem for incorporation into the project.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By JACK AYRES
Acting Regional Federal-Aid Engineer

JA/cao
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 24 1978

File: PM FA
TAA Reynolds LG OP
Forward to Road Design
Sent 5/26/78

Marquess & Associates, Inc. - - - CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

May 10, 1978

COUNTY OF JOSEPHINE, OREGON
GRANDVIEW AVENUE WIDENING

General Provisions

Work to be Done

The work to be done under this contract consists of the following:

1. Preparation of .104 miles of roadway subgrade by removing existing asphalt pavement, clearing, grubbing, grading, shaping, compacting and finishing to a clean, uniform, compacted surface, satisfactory for placement of aggregate base rock.

2. Construction of approximately 450 feet of reinforced concrete retaining wall.

3. Furnishing, loading, hauling and placement of aggregate base rock.

4. Furnishing and placement of asphaltic concrete pavement.

5. Construction of sidewalk, curb and gutters, guardrail, handrail, and such additional and incidental work as is called for by the specifications, plans and special provisions.

Applicable Standard Specifications

The Standard Specifications which are applicable to the work on this project are as published in the OREGON-1974 edition of the "Standard Specifications for Highway Construction".

All number references to Section or Subsection in these General and Special Provisions shall be understood to refer to the Section or Subsection of the Standard Specifications bearing like numbers.

Reference within the contract documents to any Section and Article in the Standard Specifications shall include the substitution of "County of Josephine" for "State of Oregon"; "Board of County Commissioners" for "State Highway Commission"; "Josephine County Road Department" for "State Highway Department"; "Consulting Engineer" (Marquess & Associates) for "State Highway Engineer" and any other substitution of terms similar in reference where applicable.

APPROVED
Ronald V. Bruce
Resident Engineer

Section 102 - Bidding Requirements and Conditions

102.10 Proposal Guaranty - Delete the third paragraph in its' entirety and substitute the following paragraph:

"If a proposal bond is given, it may be executed on the Oregon State Highway Commission's standard proposal bond Form No. E-46, or on any standard contract Bid Bond or Bid Proposal form recognized as comparable to Form No. E-46".

102.19 Plans - The plans which are applicable to the work to be performed under this contract bear title as follows:

GRADING, SURFACING, AND RETAINING WALL
GRANDVIEW AVENUE WIDENING

Section 104 - Scope of Work

104.05 Maintenance of Traffic Through the Work - Maintenance of traffic through the work shall be performed in conformance with the Standard Specifications and the Contractor shall be aware of his responsibility for said maintenance of traffic. The road may be closed to all traffic except those who reside along the road over the project length.

Section 105 - Control of Work

105.06 Cooperation with Utilities - Arrangements for relocation or adjusting of utilities on this project are the responsibility of the County.

The Contractor shall, at least 24 hours in advance of performing any work in the immediate vicinity of utility lines, contact the utilities to request the location and marking of buried utility facilities. This project is located within the area covered by the Josephine Utility Coordinating Council which has set up a "One Call" system for notifying all owners of utilities of work being performed in the vicinity of their facilities. The "One Call" system telephone number is 476-6676.

Section 106 - Control of Materials

106.02 Approval of Sources and Materials Prior to Use - Included in the contract proposal following the Bid Schedule is a form on which each bidder may enter the names and addresses of suppliers of materials to be incorporated in the project. A fully completed list of materials suppliers shall be furnished to the County.

Section 107 - Legal Relations and Responsibility to Public

107.18 Public Safety and Convenience - Public safety and convenience shall be performed in conformance with the Standard Specifications supplemented and/or modified as follows:

Delete the third paragraph. Replace the fourth paragraph with "Satisfactory means of ingress and egress for persons residing along the route of work shall be maintained to a degree that traffic is delayed no more than 1 hour".

107.19 Protection and Restoration of Property and Landscape

Add this paragraph:

> The Contractor shall relocate mail and paper boxes of property owners along the work area during the period of construction to provide continued service of the facilities. At the completion of the project, mail boxes shall be placed as directed by the local postal service.

107.21 Responsibility for Damage Claims

The general requirements of this Subsection pertaining to this responsibility of the Contractor shall be supplemented as follows:

Prior to the start of the work under the contract, the Contractor shall furnish the Owner with satisfactory proof of insurance as follows:

Public Liability and Property Damage - The Contractor shall maintain liability insurance against any and all claims for damages to persons or property which may arise out of operations under this contract, whether such operations be by the Contractor or a Subcontractor or by any person or persons either directly or indirectly employed by either of them. The Public Liability Insurance shall have limits of not less than $100,000 for injuries to any one person including accidental death, and $300,000 for any one accident. The Property Damage Insurance shall have a limit of not less than $100,000.

107.27 Temporary Protective and Directional Measures for Traffic - Temporary protective and directional measures for traffic shall be provided in conformance with the Standard Specifications supplemented and/or modified as follows:

1. A contractor identification sign as per Traffic Engineering Division Drawing No. 5038 shall be placed prior to commencing of work at the beginning of the project, as approved by the Engineer. The Contractor shall display at each sign location a notice stating the Contractor's or Contractor's Representative business address and telephone, and home address and telephone. The notice shall be a minimum of 8 1/2" x 11" in size, may be attached to the contractor identification sign, and shall be maintained throughout the duration of this project.

2. The Josephine County Road Department shall provide to the Contractor, 2 each "SLOW" and "CONSTRUCTION AHEAD" signs and the Contractor will be required to set in place one of each at each end of the project or major area of work as the work progresses. The Contractor shall provide, in addition to the above, signs, barricades, lights and other materials during the course of the project necessary to warn, safeguard, protect, guide and inform the public and workmen in conformance with this Subsection.

3. Contrary to the provisions of Section 111.91 Payment, there shall be no payment for pay items under this Section, it being understood the cost of any materials, equipment and labor, excepting flagmen and pilot car operators, incurred by the Contractor shall be included in the price bid for the other bid item(s) under this contract. Payment for flagmen and pilot car operators shall be as indicated in Section 109.07.

Section 108 - Prosecution and Progress

108.04 Preconstruction Conference, Schedule and Limitation of Operations - A preconstruction conference, as outlined in this Subsection, shall be held at a time mutually agreed on within the first 10 days after notice of award and prior to commencement of work.

Special Provisions

Award and Execution of Contract

103.08 Restriction on Commencement of Work - The Contractor shall not commence any work on the project until a written Notice to Proceed is issued by the Engineer. Notice to Proceed will be issued when, in the opinion of the Engineer, weather permits the commencement of work. The work must be completed before or after the irrigation season. The season usually begins in April and ends in October. The exact dates shall be verified by the Contractor.

Roadwork

Section 201 - Clearing and Grubbing

Clearing and grubbing shall be performed in conformance with this Section 201 of the Standard Specifications supplemented and/or modified as follows:

201.01 Scope - This bid item shall include all work covered under Section 202 - Removal of Structures and Obstructions and any other work, removal or otherwise incidental to the grading operations on this project. Specific items incidental to the grading operations and to which the Contractor's attention is directed are as follows:

Existing sign installations shall be salvaged as necessary and stockpiled at locations within the project limits as directed by the Engineer.

201.33 Areas to be Cleared and Grubbed - The limits of clearing and grubbing shall be the work area required to provide the typical road section and retaining wall. Excavation and embankment slopes existing shall be cleared only where widening is required to provide the typical road section.

The clearing limits shall be marked by "clearing limit" stakes and shall include road approaches and road connections.

Section 203 - Excavation and Embankment for Roadways

Excavation and embankment for roadways shall be performed in conformance with this Section 203 of the Standard Specifications supplemented and/or modified as follows:

203.39 Embankment Construction - The first paragraph shall be modified to read:

Embankment and fillings of all kinds shall, except as otherwise hereinafter set forth, be placed in approximately horizontal layers not more than 6 inches thick, and each layer shall be separately and thoroughly compacted with at least one full coverage with a 50-ton roller or four full coverages with a 10-ton roller for each 6 inch depth of layer or fraction thereof. The number of coverages for rollers weighing more than 10 tons and less than 50 tons shall be as directed by the Engineer.

203.81 and 203.91 General Measurement and Payment - Measurement and Payment for "General Excavation, Unclassified" as shown in the Bid Schedule shall be for the Main Roadbed only, as that excavation incurred in driveway reconstruction shall be included in the price bid "per each" for "Driveway Reconstruction".

Section 205 - Overhaul

There shall be no payment for Overhaul on this project.

Section 206 - Trench Excavation for Conduits and Minor Structures

Trench excavation for conduits and minor structures shall be performed in conformance with this Section 206 of the Standard Specifications modified as follows:

206.91 Payment - Contrary to the provisions, there shall be no payment for pay items under this Section, it being understood the cost of any labor, equipment, tools, materials and incidentals necessary to complete the work shall be included in the price bid for pipe installation under this contract.

Section 222 - Finishing Roadbed and Slopes

Finishing roadbed and slopes shall be performed in conformance with this Section 222 of the Standard Specifications supplemented and/or modified as follows:

The roadbed shall be graded, compacted to 95% of maximum density and finished in a workmanlike manner to a uniform surface width, and slope shown on the typical section.

222.01 Scope - Add the following: Grade hubs shall be set at the finish grade for the subgrade surface. The surface tolerance of the subgrade shall not vary more than 0.1 foot from the established cross section and grade.

222.92 and 222.93 Payment - Payment for "Finishing Roadbed and Slopes" as shown in the bid schedule shall be for the main roadbed only, as that finishing of roadbed and slopes on driveways shall be included in the price bid "per each" for "Driveway Reconstruction".

Section 251 - Structure Excavation and Backfill for Bridges

Excavation for the retaining wall shall be performed in conformance with this section except as modified below.

251.13 - Special Backfill Adjacent to Walls - Replace the first paragraph with "This material shall be 2" to 3/4" drain rock clean of wood or other deleterious material".

Section 304 - Aggregate Subbase and Base

Aggregate base shall be performed in conformance with this Section 304 of the Standard Specifications supplemented and/or modified as follows:

304.12 Base (a) - The aggregate base material used in the construction of the bottom course stone base shall be the following designated size:
1 1/2"-0". The top course shall be 3/4"-0". The bottom course shall be placed,

road mixed, leveled and compacted in two nearly equal lifts of crushed aggregate and accepted by the engineer prior to starting the leveling course. The combined depth of the bottom course and leveling course shall be a minimum of 7 inches in depth compacted in place, measured above the subgrade.

304.33 Mixing and Placing - It is anticipated that the method of placing and mixing the aggregate base materials will be method (c), road mix method.

304.35 Tolerance - The finished surface of the crushed aggregate base course shall not deviate from the finish grade in excess of 0.10 feet in fifty feet.

304.81 and 304.82 Measurement - Contrary to the provisions of this Subsection, the quantity of aggregate base material shall be measured by the cubic yard volume, compacted in place for the Main Roadbed only. Measurement shall be made at random points through the project by the County Engineer or his representative accompanied by a responsible representative of the Contractor. Measurement will be made by digging holes at random in the completed base course and measuring vertically from the subgrade to a straight edge placed on the surface of the leveling course. If the measured depth is less than the required 9 inches, additional measurement will be made until the extent of the deficiencies has been determined and noted. Areas deficient in depth of rock will be brought to the required thickness by the Contractor placing, shaping, compacting and finishing additional crushed aggregate in those areas. It shall be the Contractor's responsibiltiy to estimate the number of loose yards of material to be furnished to conform to the specifications and typical section. A "rule of thumb" used by the Josephine County Road Department for estimating additional quantity necessary for compaction is 30%; however, this is not a guarantee to be adequate.

304.91 Payment - The accepted quantities of aggregate base material computed as specified under Measurement shall be paid for at the contract price per pay unit as given in the bid schedule for aggregate base for the main roadbed only as that aggregate base used on driveways shall be included in the price bid "per each" for "Driveway Reconstruction".

Section 403 - Asphalt Concrete Pavement

Asphalt concrete pavement shall be constructed in conformance with this Section 403 of the Standard Specifications supplemented and/or modified as follows:

403.12 Asphalts - The grade of asphalt cement to be used shall be Class B. As per Subsection 403.81 and 403.91, the method for measurement and payment will be on tonnage basis for the Main Roadbed only as that asphalt concrete pavement used on driveways shall be included in the price bid "per each" for "Driveway Reconstruction".

Section 504 - Structural Concrete

All work involving structural concrete shall be performed in conformance with this section as modified/supplemented as follows:

504.31 - Classes of Concrete - All concrete used in this project shall be Class 3000 - 1 1/2, i.e., concrete shall reach a design strength of 3000 psi at the end of 28 days and 1 1/2 inch maximum sized aggregate is to be used.

Section 505 - Reinforcement

All work involving concrete reinforcement shall be performed in accordance with this Section.

Section 513 - Railings

All work involving handrails shall be performed in accordance with this section.

Section 603 - Culverts, Siphons, Sewers and Irrigation Pipe

All work involving culverts and irrigation pipe shall be performed in accordance with this section.

Section 606 - Guard Rail and Barriers

All work involving guard rails shall be performed in accordance with this section.

Section 608 - Portland Cement Concrete Walks, Driveways and Surfacings

All work involving concrete sidewalks shall be performed in accordance with this section.

Section 609 - Portland Cement Curbs and Inlets

All work involving these items shall be performed in accordance with this section.

Section 613 - Drainage Curbs

All work involving concrete extruded curbs shall be performed in accordance with this section.

Section 623 - Guide Posts

All work involving placement of guide posts shall be performed in accordance with this section.

Section 701 - Hydraulic Cement, Water, Admixtures and Curing Materials

All work and materials involving concrete shall conform with this section.

Section 703 - Aggregates

All aggregates to be used in structural concrete shall conform with this section.

Section 705 - Joint Materials

All joint materials involved in this project shall conform to this section.

Section 709 - Reinforcing Steel and Dowels

All work involving reinforcing steel shall conform to this section as modified/ supplemented below.

709.01 - Bar Reinforcement - All reinforcing steel shall be Grade 60.

Section 710 - Fence and General Rail Materials

All guard rail construction shall conform with this section, except as modified on the design drawings.

Driveway Reconstruction

Following the construction of curbs, gutters, and paving of the road, all existing driveways shall be returned to their original shape as nearly as possible without creating an abrupt change in elevation between driveway and depressed curb. Depressed curbs shall be provided at all existing driveways with similar material (earth, granite, asphalt, etc.) as is currently used.

Payment for all materials, labor and equipment for driveway reconstruction shall be included in the unit price bid "per each" for "Driveway Reconstruction".

8815

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

May 17, 1978

FROM: J. E. CHRISTOPHERSON
Regional Office Engineer

TO: V. E. Skoog
Controller

SUBJECT: Grandview Ave. Widening
Safer Off-System Project
SOS-1700(1)

Attached is Marquess & Associates statement for preliminary engineering costs on the subject project for April, 1978. The statement is for $1800.79. Total cost to date is $7742.68.

The statement has been reviewed and approved for payment by the Monitoring Engineer, Region Construction Engineer and by the Josephine County Road Dept.

Please process this claim under the terms of the Consultant Agreement and the P.E. and Construction Agreement for the subject project.

jec/cw
Attach.

cc Project Management, w/attach.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 18 1978
File: PM FA
TAA LG OP

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

May 5, 1978

Mr. Ron Busey
Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon

Re: Grandview Avenue
Widening and
Retaining Wall
SOS-1700(1)

Dear Sir;

The enclosed statement of engineering cost from Josephine County's Consulting Engineers, Marquess & Associates, retained for engineering the above project is submitted to you for review and forwarding for payment.

Sincerely,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosure - Statement

RECEIVED
MAY 8 1978
OFFICE OF RESIDENT ENGINEER
R. V. BUSEY
RE ABST OF FILE INSP

STATEMENT

Marquess & Associates, Inc. - - - CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

May 1, 1978

ACCOUNT: Josephine County Road Department
Engineering Division
Courthouse Annex
Grants Pass, Oregon 97526

PROJECT: Grandview Avenue Widening
April 1, 1978, through April 30, 1978

Principal Engineers:	
Walter J. Marquess -- 16 hrs. @ $14.50/hr.	$ 232.00
Robert Joseph Milts -- 10 hrs. @ $13.93/hr.	139.30
Project Engineer:	
L. F. Rains -- 16 hrs. @ $9.76/hr.	156.16
Draftsman:	
Chris Reising -- 1.5 hrs. @ $6.78/hr.	10.18
Randy Cleveland -- 37 hrs. @ $6.63/hr.	245.31
	$ 782.95
100% overhead	782.95
15% profit	234.89
TOTAL BILLING FOR APRIL	$1,800.79

505-1700(1)

APPROVED
Ronald V. Burge
Resident Engineer

DATE : :
APPROVED FOR PAYMENT
INIT.
SIG.

8845

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 3, 1978

FILE: PRO 6

FROM: J. E. CHRISTOPHERSON
Regional Office Engineer

TO: V. E. Skoog
Controller

SUBJECT: Grandview Avenue
Safer Off-System Project
No. SOS-1700(1)

Attached is a statement from Marquess and Associates, Inc. for preliminary engineering costs on the subject project through March 31, 1978. Total amount of the statement is $5941.89.

This statement has been reviewed and approved for payment by the monitoring engineer, Regional Construction Engineer and by the Josephine County Road Dept.

Please process this claim under the terms of the Consultant Agreement and the P.E. and Construction Finance Agreement for the subject project.

jec/cw
Attach.

cc Project Management, w/attach.

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 1 1978
File: PM FA
TAA _____ LG OP

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

April 17, 1978

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
Region III
P. O. Box 1128
Roseburg, Oregon 97470

Re: Grandview Avenue
Safer Off-System Project
No. SOS-1700 (1)

Dear Sir:

Please find enclosed billing for engineering consultant cost for preliminary engineering to March 31, 1978, on the subject projects in the amount of $5,941.89.

The statement has been reviewed by this office and is approved for payment by the state under the terms of the consultant agreement and your letter of authority to proceed dated January 26, 1978.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosed - Billing statement

John Cristopherson: Please take care of this Billing in the usual manor.
4/20/78

STATEMENT

Marquess & Associates, Inc. - - - CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

April 10, 1978

ACCOUNT: Josephine County Road Department
Engineering Division
Courthouse Annex
Grants Pass, Oregon 97526

PROJECT: Grandview Avenue Widening
Through March 31, 1978

Principal Engineer:	
1. W. J. Marquess -- 17 hrs. @ $14.50/hr.	$ 246.50
2. C. B. Shaw -- 18 hrs. @ $14.30/hr.	257.40
3. R. J. Milts -- 10 hrs. @ $13.93	139.30
Design Engineer:	
1. W. V. Riley -- 73 hrs. @ $8.41/hr.	613.93
2. L. F. Rains -- 18.5 hrs. @ $9.76/hr.	180.56
Draftsman:	
1. R. Cleveland -- 92.5 hrs. @ $6.63/hr.	613.28
Survey Crew:	
1. A. Grabher -- 12 hrs. @ $5.96/hr.	71.52
2. D. Templin -- 7 hrs. @ $6.11/hr.	42.77
3. R. Boren -- 3 hrs. @ $8.75/hr.	26.25
	$ 2,191.51
Overhead -- 100%	2,191.51
	$ 4,383.02
Profit -- 15%	657.45
	$ 5,040.47
Soils Testing Billing as per enclosed copy	846.86
Printing and Telephone	54.56
	$ 5,941.89

APPROVED
Ronald V. Burns
Resident Engineer

DATE 4:11:78 INIT. ff
APPROVED FOR PAYMENT
4/13/78

ROBERT J. BLANTON, P.E.
President-General Manager

SOILS TESTING LAB, INC.

130 WEST NINTH STREET
MEDFORD, OREGON 97501
AREA CODE: 503
PHONE: 779-2833

March 17, 1978

Marquess & Associates
P. O. Box 490
Medford, Oregon 97501

STATEMENT

Re: Soils Investigation
Josephine County Road Dept.

ENGINEER II - Field, Test Hole Observation, Review Notes & Test Reports, Review Design & Drawings, Computations & Report Total 13.0 Hrs. @ $25.00/per hr	$	325.00
MILEAGE - 55 miles @ 20¢/per mi		11.00
TECHNICIAN - Field Total 4.0 Hrs. @ $18.00/per hr		72.00
2 ATTERBERG LIMITS @ $35.00/each		70.00
2 CBR's @ $120.00/each		240.00
MOISTURE-DENSITY CURVES #407-78 & #408-78 @ $60.00/each		120.00
COPIES OF REPORT -		8.86
TOTAL DUE	$	846.86

8845

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Wally Owen
Supervisor, Engineering Div.
Josephine County
200 N.W. "D" St.
Grants Pass, OR 97526

April 27, 1978

Dear Mr. Owen:

This letter will acknowledge receipt of plans, estimate and other pertinent data for the Safer Off-System project no. SOS-1700(1), Grandview @ Cloverlawn.

By a copy of this letter these plans and accompanying data are being transmitted to our Design Section in Salem for review and comments. After this review they will be returned to you.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: J.H. Versteeg
D.H. Moehring
George Thornton
Ronald Busey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CFE ☐
APR 28 1978
TAA File: PM FA LG OP

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

April 25, 1978

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
Region III
P. O. Box 1128
Roseburg, Oregon 97470

Re: Grandview Avenue Safer
Off-System Project
No. SOS-1700 (1)

Dear Sir:

Please find enclosed one set of prints for the Grandview Avenue widening project; plan sheets 1 through 4 consisting of cover sheet, plan and profile, wall construction detail and summary sheet with the superelevation diagram.

Also enclosed is a sheet of quantities and cost estimate, survey notes, design computations and quantity computations.

Your review and forwarding through appropriate channels will be appreciated.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosures

cc: Ron Busey, Resident Engineer
P. O. Box 267, Grants Pass, Oregon

Jack - please
Acknowledge and
Process.
Glen
4/26/78

QUANTITIES & COST ESTIMATE

Grandview Avenue Widening Project

4/4/78

Item	Quantity	Price	Amount
Retaining wall	450 yd	250	112,500.
Sidewalk	500 ft	8	4,000.
Handrail	LS	-	3,000.
Canal excavation	900 yd	10	9,000.
Fill material	2700 yd	6	16,200.
Engineering fabric	1000 s.y.	.10	100.
Guardrail	450 ft.	6	2,700.
Catch basins	3 ea.	400	1,200.
Road excavation	LS	-	2,000.
Curb & Gutter	1000 ft.	5.50	5,500.
AC paving	1600 s.y.	1.90	3,000.
Rock bedding	340 yd	12	2,900.
Move utility poles	3 ea	400	1,200.
Clear & Grub	LS	-	500.
Driveway reconstruction	LS	-	1,000.
			$164,800.
Contingency (5%)			8,240.
		TOTAL ------	$173,040.

8845

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

April 21, 1978

Mr. Wally Owen, Supervisor
Engineering Division
Josephine County
200 N.W. "D" St.
Granst Pass, OR 97526

Dear Mr. Owen:

This will acnowledge your letter of April 17, 1978, transmitting a billing for preliminary engineering costs accrued by your consultant pertaining to your Grandview Avenue Safer Off-System Raod Program project no. SOS-1700(1).

Such billings must be forwarded via the state's monitoring engineer. In this case that is Mr. Ron Busey, Resident Engineer, P.O. Box 267, Grants Pass, OR 97526, phone: 479-4247. He is familiar with the project and must approve all such billings before region reviews them. Therefore, by a copy of this letter the billing is being returned to Mr. Busey for review and appropriate action.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
APR 24 1978
File: PM FA
LG OP
TAA

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

April 17, 1978

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
Region III
P. O. Box 1128
Roseburg, Oregon 97470

Re: Grandview Avenue
Safer Off-System Project
No. SOS-1700 (1)

Dear Sir:

Please find enclosed billing for engineering consultant cost for preliminary engineering to March 31, 1978, on the subject projects in the amount of $5,941.89.

The statement has been reviewed by this office and is approved for payment by the state under the terms of the consultant agreement and your letter of authority to proceed dated January 26, 1978.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosed - Billing statement

STATEMENT

Marquess & Associates, Inc. - - - CONSULTING ENGINEERS

TELEPHONE: (503) 772-7115

P.O. BOX 490
1120 EAST JACKSON STREET
MEDFORD, OREGON 97501

April 10, 1978

ACCOUNT: Josephine County Road Department
Engineering Division
Courthouse Annex
Grants Pass, Oregon 97526

PROJECT: Grandview Avenue Widening
Through March 31, 1978

Principal Engineer:	
1. W. J. Marquess -- 17 hrs. @ $14.50/hr.	$ 246.50
2. C. B. Shaw -- 18 hrs. @ $14.30/hr.	257.40
3. R. J. Milts -- 10 hrs. @ $13.93	139.30
Design Engineer:	
1. W. V. Riley -- 73 hrs. @ $8.41/hr.	613.93
2. L. F. Rains -- 18.5 hrs. @ $9.76/hr.	180.56
Draftsman:	
1. R. Cleveland -- 92.5 hrs. @ $6.63/hr.	613.28
Survey Crew:	
1. A. Grabher -- 12 hrs. @ $5.96/hr.	71.52
2. D. Templin -- 7 hrs. @ $6.11/hr.	42.77
3. R. Boren -- 3 hrs. @ $8.75/hr.	26.25
	$ 2,191.51
Overhead -- 100%	2,191.51
	$ 4,383.02
Profit -- 15%	657.45
	$ 5,040.47
Soils Testing Billing as per enclosed copy	846.86
Printing and Telephone	54.56
	$ 5,941.89

DATE 4:11:78 INIT. [illegible]
APPROVED FOR PAYMENT
[signature]
4/13/78

ROBERT S. BLANTON, P.E.
President-General Manager

SOILS TESTING LAB, INC.

130 WEST NINTH STREET
MEDFORD, OREGON 97501

AREA CODE: 503
PHONE: 779-2833

March 17, 1978

Marquess & Associates
P. O. Box 490
Medford, Oregon 97501

STATEMENT

Re: Soils Investigation
Josephine County Road Dept.

ENGINEER II - Field, Test Hole Observation, Review Notes & Test Reports, Review Design & Drawings, Computations & Report Total 13.0 Hrs. @ $25.00/per hr	$	325.00
MILEAGE - 55 miles @ 20¢/per mi		11.00
TECHNICIAN - Field Total 4.0 Hrs. @ $18.00/per hr		72.00
2 ATTERBERG LIMITS @ $35.00/each		70.00
2 CBR's @ $120.00/each		240.00
MOISTURE-DENSITY CURVES #407-78 & #408-78 @ $60.00/each		120.00
COPIES OF REPORT -		8.86
TOTAL DUE	$	846.86

8545

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Josephine County
Courthouse
Grants Pass, OR 97526
Attention of Walley Owen
Road Supervisor

Request No. (assigned by staff engineer or head of section) CC 1783

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1,930.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	400.00	
		To be transferred to State Highway funds for the project on Grandview Ave. at Cloverlawn Drive, SOS-1700(1)		$1,530.00
		Covered by Agreement #6253		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,930.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 217-1920-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8845

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6541

January 26, 1978

Mr. Wally Owen
Supervisor, Engineering Div.
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

This is to advise that the Federal Highway Administration has approved the preliminary engineering phase of your Safer Off-System project no. SOS-1700(1) on Grandview Ave.

This letter is authority to advise your consultant to proceed with the preliminary engineering phase. This phase is not to exceed $14,000 without prior written approval from the FHWA.

Attached are two fully executed copies of the agreement between Josephine County and your consultant. Please forward one copy to them.

Mr. Ron Busey, Resident Engineer, P.O. Box 267, Grants Pass, OR 97526, ph: 479-4247, has been assigned to monitor this project on behalf of the Department of Transportation. He should be kept informed of all decisions involving this project and will be the person to contact on all questions concerning this phase of the work.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 27 1978
TAA _____ File: PM M FA
LG OP

CERTIFICATION

The "Certification of Consultant" and "Certification of Agency Official" attached hereto, marked Exhibit "B", and by this reference made a part hereof.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. COUNTY officials have acted in this matter pursuant to Resolution No. _____ adopted by its Board of Commissioners on the _____ day of _____, 19___.

CONSULTANT, by and through its Company Officers:

Firm: Marquess & Associates, Inc.

By Walter J. Marquess
Walter J. Marquess, President

JOSEPHINE COUNTY, by and through its Board of Commissioners:

By M. C. Laughridge

By Ben Kilpatrick

By _____

CONCURRENCE

OSHD E S Thrutis

Date 12-12-77

ATTEST

Melvine Fosters
County Clerk

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-20-78

FEDERAL AID PROJECT NO.
SOS-1700(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80118

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-20-78	1-20-78	Non Federal Aid / County Road

GENERAL LOCATION:

"Grandview Avenue at Cloverlawn Drive Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Utility preparatory work and archeology study. TEC NTE $14,000. Fed. Funds-$11,900
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-9-78 letter, I approve the consultant agreement with Marquess and Marquess Consulting Engineers. A signed copy is returned herewith.

As requested in Mr. Swan's 1-9-78 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $87,000, Federal Funds $74,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting required by the Economic Stimulus Appropriations Act of 1977 are required for the construction phase.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-20-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8845

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1978

TO G. L. Green, Division Administrator
Federal Aid Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80118
Project No. SOS-1700(1)
Grandview Avenue of Cloverlawn Drive Section
Josephine County

Enclosed is data consisting of PR-1 form with project maps and two (2) copies of Consultant Agreements.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Approval of the enclosed Consultant Engineering Agreement with Marquess & Marquess Consulting Engineers and the return of one approved copy for our file.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archaeological salvage at an estimated total cost of $14,000 with an obligation of $11,900 in federal funds.

3) Authorization for construction at an estimated total cost of $87,000 with obligation of $74,100 in federal funds.

DRH:dmc
Attachments
cc: Alfred Shirley, Reg. 3
H. Reynoldson

12-13-77
AO-348
1,930
2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-

January 9, 1978

	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–68		PRESENT	FUTURE (66)–(7
CARD 2		Co. Rd., Approx. 0.7 mi. S of Grants Pass	ADT	50 DHV 300	450

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	F
CARD 3	PE, Grade, Pave							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Safer Off-System Roads	
	NAME OF URBAN AREA (17-31): --	ROUTE NO. / FEDE

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PRO TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PRO FEDERAL F (67)
1										
5					PE			0.10	14,000	11,900
5					ROW					
5					CONST (CODE) 6201		"Grandview Avenue @ Cloverlawn Drive Section"	0.10	87,000	74,100
								0.10	101,000	86,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
		DRH	
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1978

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SS (65)	ADT	50 DHV 300	450 (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	80118 (10) (14)

UPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI. (24) (26)	DESIG. 27
					SOS- (14 23)	1700 (7 18)	(1)		

COUNTY NAME: Josephine — CODE: 033 (14) (16)

ROUTE NO. — FEDERAL-AID: Non (32) — STATE: -- (36) (37) — U.S.: -- (41)

PROGRAM STAGE: [ ] 1 OR [ ] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.10	14,000	11,900		2,100 (Co)	Utility adj. incl. prep. work and archeological salvage
0.10	87,000	74,100		12,900 (Co.)	ROW-40' min. Access Control-none; Parking Restrictions-None
0.10	101,000	86,000		15,000 (Co.)	

(18) (23) (24) (33) REMARKS

-over-

SANDVIEW AVENUE @ CLOVERLAWN DRIVE SECTION
PROJECT NO. SOS-1700(1)

Existing Facility: Bituminous surfaced two-way road 15-feet to 18-feet in width.

Adjacent Sections: Bituminous surfaced two lane roadway 28-feet in width including shoulders.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work and archaeological salvage.
2) Grade, drain, high-type pave, to widen the existing facility to a 2-lane roadway, guardrail, retaining wall and incidental work common to this type of project.

NOTE: Preliminary and construction engineering to be performed by Marquess & Marquess Consulting Engineers with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Recreational and Historical Areas: None involved.

FHPM 4-1-4 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review approval letters dated October 27, 1976 and October 15, 1976 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 8, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings--not required under Oregon Action Plan.
b) Location/Design--not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8845

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

December 16, 1977

Mr. Wally Owen
Supervisor, Engineering Div.
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

In anticipation of early approval by the Federal Highway Administration of your Safer Off-System Roads project no. SOS-1700(1) on Grandview Avenue we are asking for an advance deposit for the preliminary engineering phase of your project.

Please forward a check for $1,930.00 to this office. This is 14% of the estimated cost of the preliminary engineering phase.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
DEC 19 1977
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LG OP
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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6543

December 16, 1977

Mr. Wally Owen
Supervisor, Engineering Div.
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

This is to advise that the agreement between the county and your consultant pertaining to your Safer Off-System Road Program project no. OS-1700(1) on Grandview Drive has cleared our Salem office and is on its way to the Federal Highway Administration for approval.

Approval of the overall project by FHWA should be forthcoming shortly.

The more compelling reason for this letter is to explain the current status of this specific federal program.

As you may know the monies come from the federal general funds not the dedicated trust fund. Congress must pass an Appropriations Act to make authorized funds available for obligation. Congress took such action this year but authorized only 90 million nationwide instead of the anticipated 200 million. Also, the Authorization Act stipulated that all fiscal year 76 and 77 be obligated before any FY78 funds were obligated. Further, the 90 million will be on a first come, first served basis.

Your project funding was based on the anticipated 200 million nationwide authorization prorated to Oregon. We are asking all local agencies with earlier projects not to the construction phase to expedite the work of preliminary engineering so that the FY76-77 funds can be obligated. It will be in your best interest to expedite your project so that as soon as possible construction funds can be programed with FHWA.

This office will advise you of formal approval of the preliminary engineering phase as soon as we are notified.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
DEC 16 1977
1 — — — PM
TAA — File: PM FA
LG OP

GLC/cao
cc: D.H. Moehring
George Thornton
Ron Busey
Marquess & Marquess Consultant, Medford

8845

STATE OF OREGON
HIGHWAY DIVISION
Accounting

INTEROFFICE MEMO

TO: G. W. Wimer
Local Governments Manager

DATE: December 5, 1977

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
Josephine County/Marquess & Assoc., Inc.
Cloverlawn Drive

In reply to your request dated November 23, 1977, and as required by FHPM Volume 1, Chapter 7, Section 2, we have reviewed the accounting provisions of the referenced proposal.

Contingent upon the revision of Exhibit "A" as outlined in the attached report, we recommend approval.

DWJ:njc
cc: D. W. Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CPE ☐
DEC 6 1977

TAA Holmes File: PM FA LG OP

81-123-1387

STATE OF OREGON
HIGHWAY DIVISION
Accounting

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: December 5, 1977

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Josephine County/Marquess & Assoc., Inc.
Cloverlawn Drive

Definition Statement

By memo dated November 23, 1977, G. W. Wimer requested our review of the referenced proposal. Consultant is to provide both preliminary and construction engineering on this "off-system" project. Due to participation in federal funding, it requires pre-award evaluation.

Analysis

Consultant proposes to perform preliminary engineering for a lump sum of $12,800, and construction engineering at actual cost not to exceed $5,000. Mr. Wimer also submitted a copy of the continuing contract dated September 21, 1971, between consultant and County which indicated the retainer-type relationship upon which this particular consultant was selected.

Applying the $24 hourly rate specified in the retainer contract to the estimated hours in the current proposal produces an estimated cost within $100 of the proposed maximum.

The cost factors proposed are all eligible, reasonable and allocable, and there are no arithmetical errors.

Exhibit "A" should be revised as indicated, however. The summary shown originally on Page 1 is not a proper format because costs under preliminary and construction engineering are payable on wholly different bases, not as a combination of both. With the revision of Page 1, the insertion of a new Page 2, and the page number corrections, the Exhibit will conform to the narrative in the proposal.

Conclusion

With the revision of Exhibit "A" as indicated, we recommend approval of the proposed agreement.

APPROVED
V. E. Skoog
[illegible] Engineer
Oregon State Highway Division

DWJ:njc
cc: G. W. Wimer
R. J. Hacek

81-125-1387

8845

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [redacted]

December 2, 1977

Mr. Wally Owen
Supervisor, Engineering Director
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

This will acknowledge receipt of six signed copies of the consultant agreement between Marquess and Marquess, Consulting Engineer, and Josephine County pertaining to your Safer Off-System roads program project no. OS-1700(1) on Grandview Drive.

Upon receipt of the document some time ago, a copy was forwarded to our Project Management Section for review due to the split responsibility reflected in the document. This has now cleared the Departmetn of Transportation and is in the hands of FHWA in a phase known as a pre-award audit.

The balance of the copies are now being forwarded to our Salem office for further processing.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 5 1977

File: PM FA
TAA Almas LG OP

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STATE OF OREGON

INTEROFFICE MEMO

TO: V. E. Skoog
Controller

DATE: November 23, 1977

FROM: for G. W. Wimer
Local Government Manager

SUBJECT: Proposed Consultant Agreement
Cloverlawn Drive Section
Grandview Avenue, Safer Off-System Roads
Josephine County

Marquess & Assoc., Inc.

MISC. CONTRACTS and AGREEMENTS No. 9557

Transmitted herewith is one copy of a proposed local government consultant agreement and one copy of the County-Consultant contract which has been in effect on an annual basis since 1971.

Please perform the required pre-award audit and selection procedure evaluation. Please return the agreement with your report.

MCH:lml

Att.

cc: Glen Clark, Region 3

NOTED
R. J. HACEK

P/E

72
1.96
1.00
60
40
40
40
hours 5.48 *

5.48 ×
24.00 =
13.152.00 *

C/E

76
48
32
8
hours 1.64 *

1.64 ×
24.00 =
3.936.00 *

Costs per continuing contract
13.152.00
3.936.00
mileage → 800.00
17.888.00 *

HIGHWAY ACCOUNTING

81-188-1987

88.45

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

November 2, 1977

Mr. Glen Clark
Regional Federal-Aid Engineer
Region III
1523 Codd Street
P. O. Box 1128
Roseburg, Oregon 97470

Re: Grandview Avenue widening project
safer off-system road
Federal-Aid Highway Project
Consultants Agreement
SOS-1700 ( )

Dear Sir:

In regard to defining engineering work to be performed for construction of Grandview Safer Off-system project by Josephine County the consultant agreement describes engineering services to be performed by Josephine County.

This will confirm that Josephine County will provide the following engineering services:

1. Construction staking
2. Construction inspector
3. Maintain record of construction quantities and prepare progress estimates and final estimate

Your attention in forwarding these documents to the appropriate authority is appreciated.

Sincerely,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosure - Consultant Agreement
Marquess & Associates Contract

c.c. D.E. Swan
J.N. Versteeg

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 23 1977
File: PM FA
TAA ____ LG GP

PE = $12,800 (consultant)
1,000 State
13,800 Total

OCT 1977
WED
CO.
ROAD DEPT.

CONTRACT

MARQUESS & MARQUESS

CONSULTING ENGINEERS

It is hereby provided that Josephine County by the Board of County Commissioners and the firm of Marquess, Westwood, Roner & Horton, Inc., dba Marquess & Marquess, Consulting Engineers, continue a contract for engineering services provided to Josephine County by Marquess & Marquess first entered into September 21, 1971.

Marquess & Marquess agree to take responsible charge of all engineering design of the engineering department of Josephine County and further will take responsible charge of inspection of construction work as to conformance with engineering drawings and specifications for said department. Marquess & Marquess agree to perform said duties in accordance with the provisions of Chapter 672 of the Oregon Revised Statutes.

It is the intention of Josephine County and Marquess & Marquess that all final drawings, specifications, designs, reports, maps and plans issued by Marquess & Marquess shall be stamped and signed by them and that said documents shall be prepared by them or under their direct supervision. It is understood and agreed that every map, plan and drawing required by law to be certified or approved by an engineer shall be stamped with the seal of and signed by a registered professional engineer employed by Marquess & Marquess in accordance with the laws of the State of Oregon.

The above services provided by Marquess & Marquess shall be performed in consideration of the payment of $24.00 per hour plus 15 cents per mile for vehicle expense for actual mileage incurred by Marquess & Marquess in rendering the above services to Josephine County.

It is understood and agreed between the parties that this contract for services can be terminated upon giving written notice thirty (30) days prior to the date of said termination.

Marquess & Marquess are required to submit bill monthly for the above services to Josephine County in accordance with County bookkeeping procedures making a breakdown of services performed, showing the date and time spent on specified name projects.

It is further understood and agreed that the parties have been operating under the terms of this agreement from September 21, 1971, except as modified in the amount of payment. This agreement shall remain in full force and effect until one of the parties gives the required written 30-day notice.

All notices sent pursuant to the agreement shall be addressed as follows:

Josephine County Court House Grants Pass, Oregon 97526	Marquess & Marquess 12 Goldy Building Medford, Oregon 97501

The above contract sets forth the terms and conditions of the agreement between Marquess & Marquess and Josephine County regarding engineering services to be provided to said County by said professional engineers. Such signatures to this contract constitute acceptance and ratification of the terms of this agreement.

Dated this 5th day of ~~January~~ February, 1975.

MARQUESS & MARQUESS

BY: Walt J. Marquess
Walter J. Marquess, P.E.

JOSEPHINE COUNTY OREGON
BOARD OF COMMISSIONERS

BY: M. C. Loughridge
M. C. Loughridge, Commissioner

BY: Geo. A. Calvert
George A. Calvert, Commissioner

BY: Anne G. Basker
Anne G. Basker, Commissioner

5515 Mosbring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

October 7, 1977

Mr. Wally Owens
Supervisor, Engineering Division
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owens:

We are returning the consultant agreements submitted by Marquess & Marquess, Inc., pertaining to your Safer Off-System roads project no. OS-1700(1) on Grandview Drive.

Also, attached is that section of the Federal-Aid Highway Program Manual dealing with engagement of consultants for engineering services (PM 6-1-2-2).

Please note on page 5 (6, compensation, a, 2, d) that the specific rates of compensation method shall be considered only if all other methods have been found by the Federal Highway Administration to be inappropriate. The agreement forwarded to this office utilized that method of payment. Please advise your consultant this is not acceptable.

The suggested method is to utilize the lump sum method for the preliminary engineering phase and the cost plus a net fee amount for the construction engineering phase. You will note that forms have been attached entitled Exhibit "A" to document the two methods. A complete blank agreement is also attached for your use as a guide.

As you indicated by phone October 6, 1977 Marquess & Marquess, Inc., have been retained by Josephine County for some time and that a contract exists to document this. We can not locate a copy of this in the Region office. If you would, please make a copy and return it with the revised consultant agreements.

The matter of providing services to the consultant during the preliminary engineering phase (County engineering personnel) as a part of the County matching funds is not an acceptable procedure. We can not approve such an arrangement.

(continued)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
OCT 10 1977
File: PM FA
TAA _____ LG OP

If you have any questions regarding the completion of the consultant agreement please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.
cc: D.H. Moehring
George Thornton
Ron Busey

8845

October 5, 1977

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, OR 97526

Attention: Maxine Foster
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6253

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an Off-System Project on Grandview Avenue at Cloverlawn Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8945

STATE OF OREGON

INTEROFFICE MEMO

TO: Glen L. Clark
Region 3 Federal Aid Engineer

DATE: September 29, 1977

FROM: Robert H. Prange
Local Programs Manager

SUBJECT: Consultant Agreement
Grandview Ave. @ Cloverlawn Drive
Safer Off-System Roads
Josephine County

Est cost + Net. Basic salary + add. on.

Returned herewith for revision are the four copies of subject consultant agreement which were received by this office.

The consultant used the proper agreement form, but obviously was not informed that the "Specific Rate" method of payment is to be used only if all other methods have been found inappropriate. The Federal Highway Administration has determined that the "Lump Sum" method of payment is appropriate for preliminary engineering and design work. The correct pages are attached.

In all cases there must be a breakdown of the direct and indirect costs to support the proposed fee. The correct form (Exhibit A) is also attached along with a copy of FHPM 6-1-2-2 which sets forth the guidelines for engagement of consultants.

This office has not received documentation of the county's procedure for selection of this consultant. The documentation must be submitted with the agreement for evaluation by the Accounting Section.

Please contact the proper persons and arrange for these revisions. If the corrected pages were inserted, it would seem unnecessary to repeat the signature process.

MCH:ljt

Att.

8845

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: September 21, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Grandview Avenue Widening
Josephine County

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-22-77

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3: Alfred Shirley, Jr.
District 8: G. H. Thornton
Region 3 Geologist: Elliott Parker
B. L. Gifford

81.125.1307

1845

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 8, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project OS-1700(-) & 70606
Grandview Avenue Widening
Josephine County
PROJECT ASSESSMENT

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed the subject assessment and agree with the determination that this action is non-major in nature.

There is one comment, however, which requires mention regarding construction of the retaining wall along the north side of Grandview. If the design restricts the capacity of the irrigation canal, some coordination with the district irrigation agency would appear necessary to satisfy their particular interests.

We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H Kaspar
G. L. Green
for

cc:
OSHD (Reg. 3, Engelmann)
ODOT (Laux, Potter)

RECEIVED
STATE HWY ENGR
SEP 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8845

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the down-town area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Ilyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

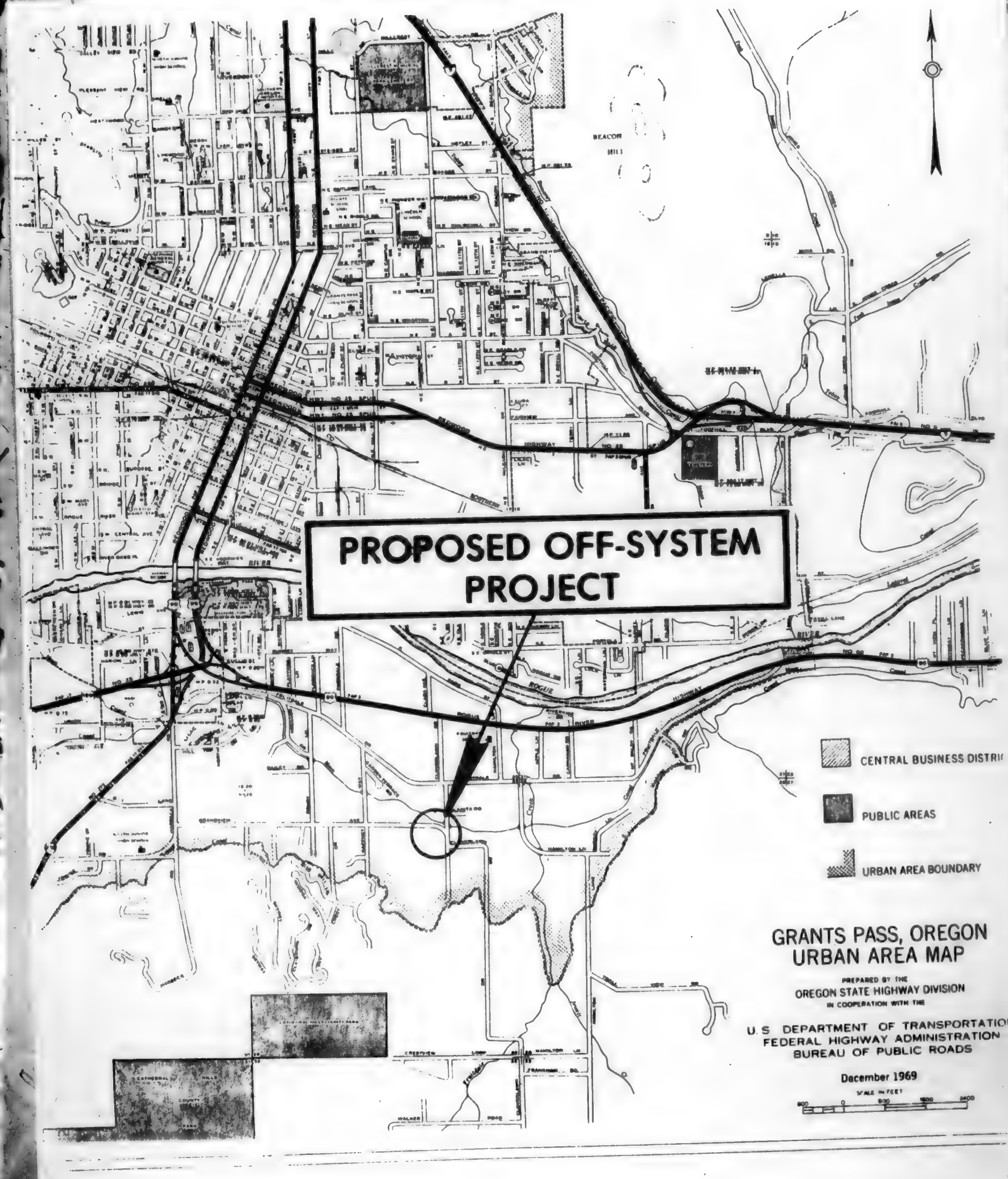
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

JOSEPHINE COUNTY
Proposed SOS-R Project

Grandview Avenue at Cloverlawn Drive
Grade and Pave
0.10 mile
$100,000

This project consists of reconstructing a 550-foot section of Grandview Avenue that parallels a major irrigation canal. Widening of the existing narrow road section will be accomplished by constructing a retaining wall. Guardrail will be installed to reduce the chance of vehicles entering the canal.

Preliminary and construction engineering will be performed by a consultant.


PROPOSED OFF-SYSTEM PROJECT
CENTRAL BUSINESS DISTRI
PUBLIC AREAS
URBAN AREA BOUNDARY
GRANTS PASS, OREGON
URBAN AREA MAP
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
December 1969

8845 CDG0072 8

Form E-39 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Grandview Ave. @ Cloverlawn Dr. (Grants Pass) Date June 27, 19 77

Highway Grandview Avenue (County Road) SOS Authorization No. 1

County Josephine Survey Prefix 217-1920 (Assigned by Salem office)

Description of termini, route, length, etc.:

From the intersection with Cloverlawn Drive to 550 feet westerly.

Purpose of survey: To monitor and review preparation of plans, specifications and estimates for widening and improving the existing roadway. The preliminary engineering will be accomplished by a consulting engineering firm. Off-System program.

SOS-1700 (1)
1-20-78

Estimate of cost:

Field	901	500
Plans	905	100
Utility	914	100
Specifications	921	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . .

Total all authorizations approved (Salem) . . .

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

Frank E. Popsin
..... Location Engineer

Approved:

Deputy ..... State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION

P. E. APPR. .....

FED. AID 05 ... STATE .....

H N M

8645

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
A. Shirley, Jr.
G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

70337
70431
70606

APPLICANT: State Highway Division

PROJECT TITLE: District 8, FY Annual Program Projects for Review

JOSEPHINE CO.

DATE: 10/27/76

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified [redacted].

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 020

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR
Info. | Inves. | R/D | D/R | Sig.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

70337 APPLEGATE RIVER DR., A-323
70431 6TH ST - ROGUE RIV. NW/., M-3650
PNRS #2 70606 CORDVIEW AVE AT CLOVERLAWN DR. 05-1700

BEN GIFFORD
2-29-76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 11 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2-020 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By [signature]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Dept. of Environmental Quality
RECEIVED
OCT 11 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 020 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

(✓) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The attached information is not sufficient to determine if an Indirect Source Construction Permit is required.

Agency DEQ By Anthony J Wenge jr.

X845

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 - EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 - EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

JOSEPHINE COUNTY DEPARTMENT OF ROADS

October 15, 1976

Mr. L. W. Rulien
State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: Grandview Avenue at Cloverlawn Drive
RVCOG ID #: 7610-18, A-95 Review

70606

Dear Sir:

Josephine County has reviewed the above named proposed project to reconstruct a 550 foot section of Grandview Avenue which abuts and parallels a major irrigation canal.

The construction includes a retaining wall and guardrail to provide for a more adequate and safer road section.

We strongly support the elimination of this high hazard location as we feel the project would benefit the travelling public by reducing accident potential and would not create major adverse environmental impacts.

Sincerely,

W. D. Owen, Supervisor
Engineering Division

RECEIVED
STATE HWY ENG
OCT 19 '76
REFER TO
FOR

PROJECT MANAGEMENT
OCT 18 '76
REFER TO
FOR
Info
Investigate
R/D
Action
File
Sig me

9-29-76
BEN GIFFORD

RW:mf
10/18/76

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
Region Engineer: 3
District Engineer: 8
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

(#2) 8845

Item: 70337, 70431, 70606

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, OR 97501

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: District 8,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: A. Shirley
District Engineer: G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Item: 70337, 70431, 70606

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 [12] APPLICANT: State Highway Division [45] | [46] DIVISION: Department of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: State Highway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. W. Rulien [45] | [46] AREA CODE [48]: 503 | [49] PHONE [55]: 378 | [56] EXTENSION [59]: 6563

01 [12] PROJECT TITLE: District 8, FY 77 Annual Program Projects for Review [71]

11 [12] PROJECT LOCATION—CITY: See Attachment | PROJECT LOCATION—COUNTY: Attach. | PROJECT LOCATION SEC: Attach. T: R: [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] Please refer to the attached information covering proposed construction projects [71]

07 [12] which funds are anticipated to be obligated during the fiscal year October 1 - [71]

08 [12] September 30, 1977. Item 70337, 70431, 70606. [71]

09 [12] [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS (A) Grant [19]	(B) Other [27]	NON-FEDERAL MATCHING FUNDS (C) State [35]	(D) Local [43]	OTHER (E) FUNDS [51]	TOTAL (F) FUNDS [60]
516,000	-	42,000	42,000	-	600,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42]: October | 43] DAY [44]: 25 | 45] YEAR [46]: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

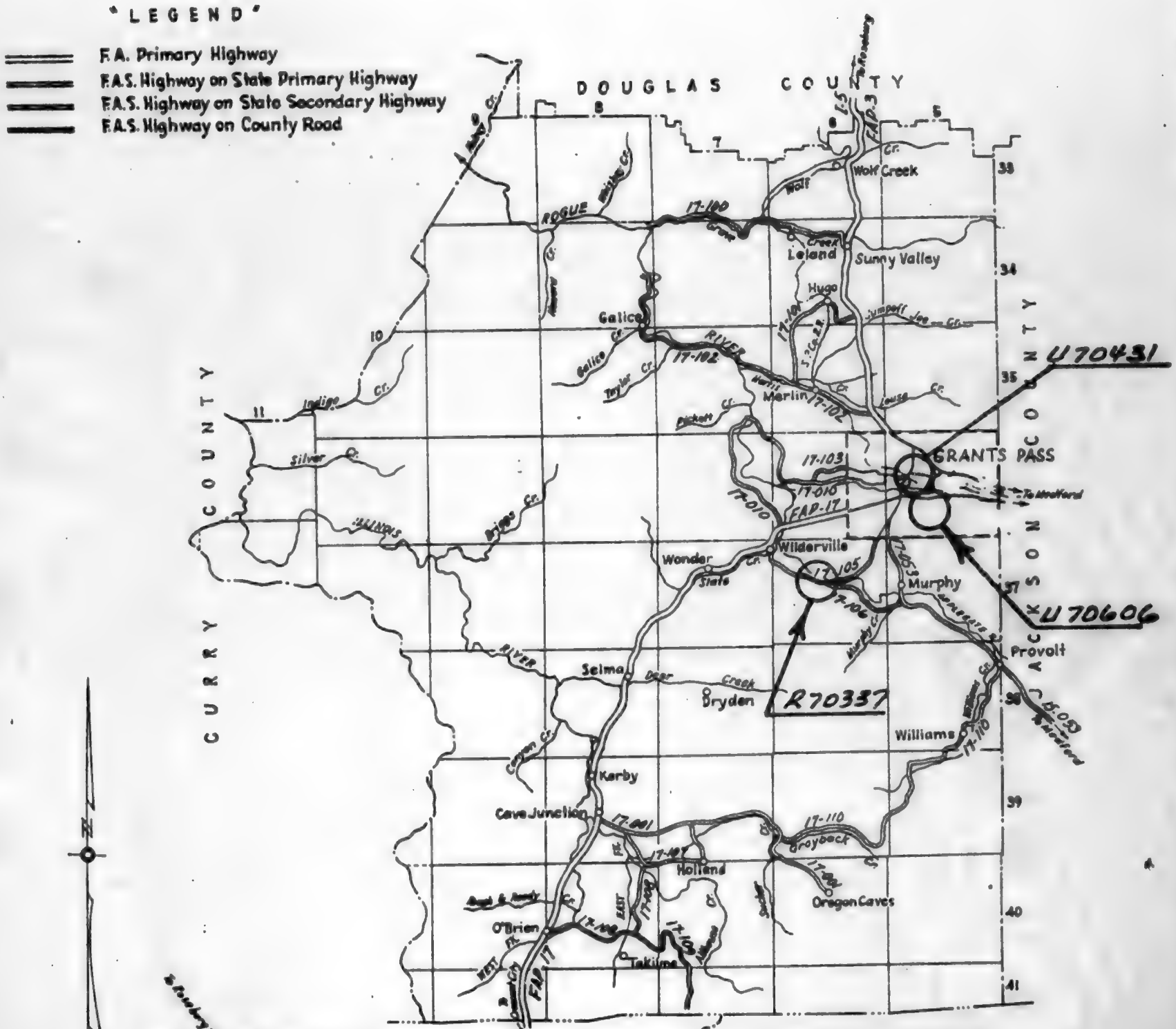
DISTRICT 8

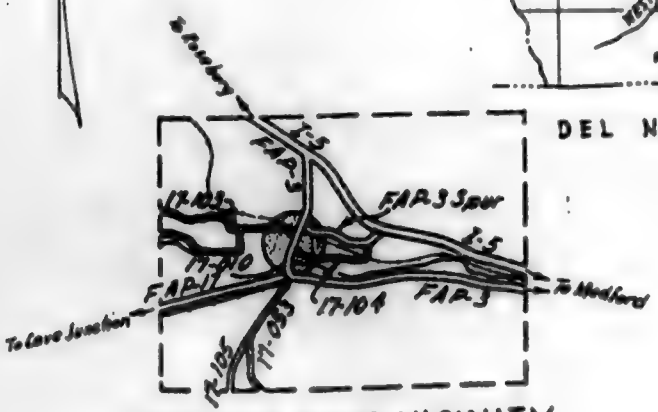
17
JOSEPHINE COUNTY
FAS SYSTEM

Scale 0 1 2 MI. 1972

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road





GRANTS PASS VICINITY

8845

Rulien
OFF SYSTEM
Josephine Co.

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 2, 1976

Mr. Owen, Supervisor
Engineering Division
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

This will acknowledge your letter of August 21, 1976, confirming your intention to pursue your Grandview Ave. Safer Off-System Project No. OS-1700(1).

The Program Management Section is being advised of your intentions and as soon as funding is available, the necessary agreements will be prepared and the project will be pursued.

Find attached, an application form and project environmental assessment forms for your proposed FAS-C Bridge Replacement Project on Fish Hatchery Road. The assessment should accompany the application.

1-20-77
ASSESSMENT
TO GIFFORD.
N

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
George Thornton
Ron Busey

PROJECT MANAGEMENT
SEP -7 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 - EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 - EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

August 31, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Re: Off-System Roads Projects
and F.A.S. Projects

ATTENTION: Mr. Glen Clark

Dear Sir:

In regard to your letter dated August 19, 1976, asking for confirmation of Josephine County's intent to continue it's application for an Off-System Roads Project on Grandview Avenue please be advised that Josephine County does wish to do so.

This office certainly wants to maintain it's position on the priority list for this type projects and will furnish assurance of providing matching funds as needed.

Also it seems timely to start an application for Fish Hatchery Road Bridge (F.A.S. 17-105 M.P. 01.84) as an F.A.S. project and, therefore, your assistance in directing Josephine County's application will be appreciated.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

8245

Rulien
Josephine
Seg
PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 19, 1976

Mr. Wally Owen, Supervisor
Engineering Division
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

This is to advise you that your Off-System Roads Program Project No. OS-1700(1) is now being considered for funding, but there are some new guidelines which you should be acquainted.

Due to the fact that Congress reduced the appropriations for this program in the 1976 Federal Highway Act, the maximum project will be limited to $250,000 each. This includes 78% federal and 22% local matching funds. You will recall that the previous maximum was $500,000. It will be possible to have a larger project, but the excess will be a 100% local contribution.

Also, the local agency will now be required to provide the local match funds within 60 days after federal approval of the project.

If you wish to pursue your Off-System Roads Project under these new constraints, please advise this office.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

GC/slc

cc: L.W. Rulien ✓
Ron Busey
George Thornton

NOTED
D. E. SWAN

PROJECT MANAGEMENT
AUG 23 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8845

Rulien OSR
Josephine Co

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. W.D. Owen, Supervisor
Engineering Division
Josephine County
Courthouse
Grants Pass, OR 97526

September 23, 1975

Dear Mr. Owen:

This will acknowledge your letter of September 2, 1975, forwarding the completed typical section requested and advising that the preliminary engineering will be accomplished by Marquess and Marquess, consulting engineers, Medford.

Your typical section will be forwarded to the Project Management Section for attachment to the application.

Please send any document you may have indicating that your consultant is on a retainer on an annual contract, etc., for our files.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

APPROVED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
George Thornton

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
ENGINEER		
COORDINATOR		
OFFICE ENGR.		
COUNTY CITY		
FEDERAL AID		
PRIORITY-NEEDS		
ACCESS CONTROL		
PROJECT SCHEDULE		

REMARKS: SEP 25 1975

ENGINEERING DIVISION
COUNTY COURTHOUSE
PHONE: 476-8881 - EXT. 404

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 - EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

September 2, 1975

Mr. Glenn L. Clark
Regional Federal-Aid Engineer
Region 3
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

Thank you for your review and letter regarding an Off-System Roads Program Application on Grandview Avenue.

Enclosed is a copy of the proposed typical section for the project, as requested.

In regards to preliminary engineering and construction engineering, both will be accomplished under the direction of a consulting engineer, Walter J. Marquess, P.E., of Marquess and Marquess in Medford, Oregon, who serves as the Josephine County Engineer.

We acknowledge your statement that the State will advertise, open bids and award the contract for this project.

Please notify us if you have a need for further clarification regarding our application.

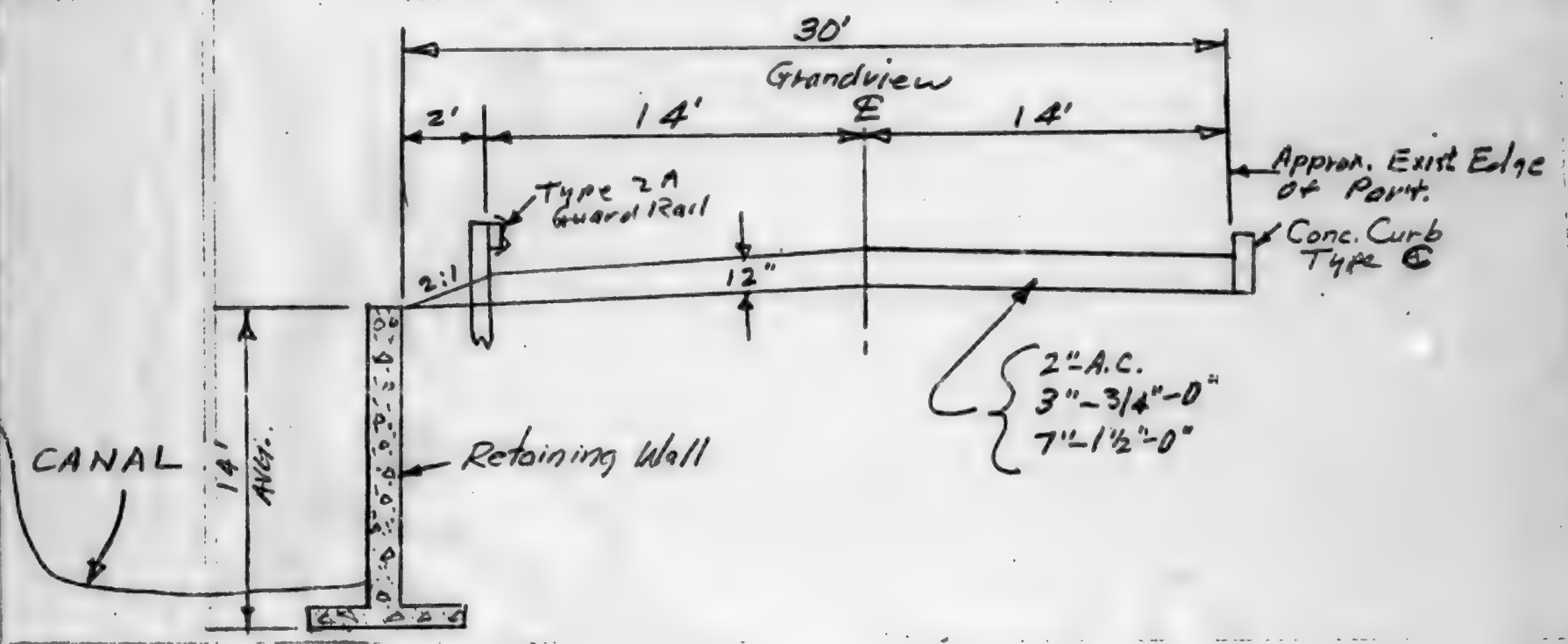
Sincerely,

W.D. Owen, Supervisor
Engineering Division

RW:fb

Enclosures: Typical section
Brochure

TYPICAL SECTION



2875

OSR
Josephine, Co.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 28, 1975

Mr. W. Owen, Supervisor
County Engineering Division
Josephine County
Courthouse, Room 120
Grants Pass, Oregon 97526

Dear Mr. Owens:

This will acknowledge receipt of your Off-System project application for the Grandview Avenue at Cloverlawn Drive Section. Your application was received on August 21, 1975.

You will recall that this Off-System Road fund is being allocated to qualified applicants on a "first-come, first-served" basis as outlined in the procedures which were distributed on May 30, 1975.

Project request applications have been received to date in excess of available funds. We will, however, place your application on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D. N. HARWELL
County-City Engineer
Project Management Section

GNH:scr

cc: A. Shirley, Region 3 Engineer

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8845

Julien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Mr. W.D. Owen, Supervisor
Department of Roads
Room 120, Courthouse
Josephine County
Grants Pass, Oregon 97526

August 19, 1975

Dear Mr. Owen:

This will acknowledge your letter of August 15, 1975, transmitting two signed copies of an Off-System Roads Program application and project environmental assessment (with photographs) on Grandview Avenue in Josephine County.

By a copy of this letter, I am forwarding your application to the Project Management Section for placement on their list for consideration for approval by the Oregon Transportation Commission.

Also by a copy of this letter, your assessment is being given to Mr. Eb Engelmann, Regional Environmentalist, for review. He will be in contact with you if there is any additional information needed. The assessment will be forwarded to the Environmental Section in Salem when the Review is completed.

Your application does not show the typical section completed which we require. Also, the application indicates that the County wishes to accomplish the preliminary engineering. This will have to be accomplished by a consultant unless the County wishes to request approval of the Federal Highway Administration to accomplish preliminary engineering on Federal-aid projects.

If you wish to make such a request, this office will need an organizational chart, a resume of the qualifications and experience of the supervisors, a list of recent projects accomplished and a detailed description of the two most important projects completed. The above should accompany a letter request for the County to perform preliminary engineering. Also, you should be advised that construction engineering will require a consultant or again approval from FHWA for the County to perform this function. This will require additional documentation of inspectors' and testing capabilities.

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	DATE
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY — AUG 21 1975	OSR	Date
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS		

Although the information sent out by this office indicates that on Off-System Roads Programs the local agency will advertise, open bids and award contracts, we have recently found that there are so many legal requirements to be met that the State will, in all likelihood, perform this activity.

Please don't be discouraged by this long list of problem areas. Contact this office and we will answer your questions and assist in any way we can.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
George Thornton
Ron Busey
Eb Engelmann

Ruben

OFF - SYSTEM ROADS PROGRAM APPLICATION

FEDERAL-AID HIGHWAY PROGRAM MANUAL

VOLUME 6, CHAPTER 9, SECTION 11

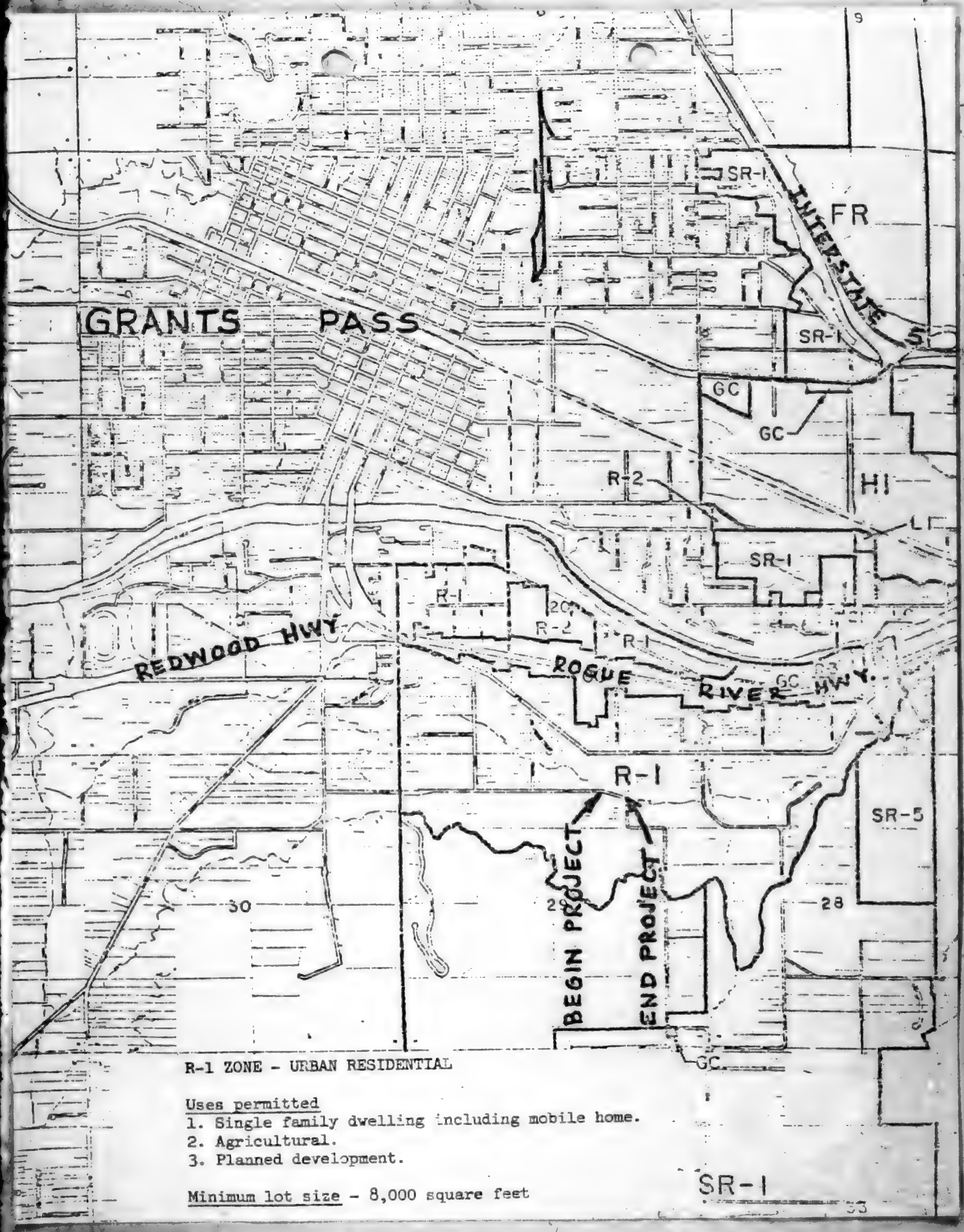
GRANDVIEW AVENUE - WIDENING

JOSEPHINE COUNTY, OREGON

August, 1975

Consisting of:

Project Location Map
County Road Project Request
Project Environmental Statement, Form 1
Project Sketch Map
Photograph Index & Photos



R-1 ZONE - URBAN RESIDENTIAL

Uses permitted

1. Single family dwelling including mobile home.
2. Agricultural.
3. Planned development.

Minimum lot size - 8,000 square feet

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Josephine FAS No. _____ Date /

County Road Name Grandview Avenue

Section Name at Cloverlawn Drive

Type of Project Widening Approx 0.1 mile

Location of Project (Attach sketch map) _____

ADT 300 Design Speed 25 m.p.h.

Is this request for county bridge design only? Yes _____ No X

county FAS bridge design? Yes _____ No X

Will County hire consultant for this project? Yes _____ No X

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 2 lane

2. Shoulders: Type _____ (AC, Pug Cold Mix, Oil Mat) Width Each Side _____ Total Top Width _____

3. Grading & Drainage:
   By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes _____ No X
   Will it be furnished? Yes X No _____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract X

8. Clearing:
   By County _____ County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes X No _____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   OSHD TYPE C
   Width between curbs _____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No__X__
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use__X__
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No__X__

N/A 12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

N/A 13. Will County adjust structure to new grade? Yes____ No_____

N/A 14. Will County adjust structure to additional width? Yes____ No_____

N/A 15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

N/A 16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes__X__ No_____

18. Does County wish State to permanently stripe project? Yes__X__ No_____

19. Will County do striping? Yes_____ No__X__

20. Does County wish guardrail installed? Yes__X__ No_____
By County_____ Contractor__X__
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

N/A 21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No_____(if necessary)

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes_____No__X__

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No X

28. Will Contractor sign project outside work area during construction?
Yes_____ No X

29. Should contract provide for permanent signing? Yes X No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes X No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Agreement necessary with Grants Pass Irrigation District

Remarks re Section I: A retaining wall and guard rail is proposed in order to widen the roadbed on the canal side and further to prevent a vehicle from veering into the canal. (See project sketch map)

BRIDGE PROJECT DATA N/A

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____
_____
_____

10. Foundation Testing: By County? Yes_____No_____
By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes__X__ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes__X__ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes__X__ No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes__X__ No_____
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA (constant)

1. What is width of existing right-of-way? Maximum 40 Ft Minimum _____

2. Is any additional right-of-way needed? Yes X No _____ (If answer is Yes, a hearing must be offered)
(Possible minor acquisition)

3. Will County acquire r/w and have State review negotiations? Yes X No _____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes _____ No X

5. Should State prepare options? Yes _____ No _____

6. Should material source site be included in right-of-way descriptions?
Yes _____ No X

7. Is there any merchantable timber on right-of-way?
Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes X No _____

10. Is a hearing necessary? Yes _____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____ Power- Pacific Power & Light
If yes, give type and name of utility company: Telephone (Aerial) Pacific Northwest Bell
Sanitary Sewers - Josephine County, Gas (buried) - Calif. Pacific Utilities
Irrigation - Grants Pass Irrigation District

13. Are utilities on existing right-of-way by permit X or by franchise _____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No _____
If yes, give name of irrigation company or district Grants Pass Irrigation District
and dates between which water can be turned off: From October To April

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

N/A 17. Number of tracks: Mainline_____ Siding_____ Total_____

N/A 18. Sight Distance: _____ (Left) _____(Right)

N/A 19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

N/A 20. Angle of Intersection:_____

N/A 21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

N/A 22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

N/A 23. Proposed Protection:_____
_____

N/A 24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

N/A 25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes__X__ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes__X__ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

N/A 28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

N/A 29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.H.

N/A 4. If County lease, what are royalty payments? _____

N/A 5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000

2. Available FAS Funds $ 78,000

3. Does County wish advancement of future Federal funds? Yes X No _____
Amount _____

4. Date match money is available September 30, 1975

5. Will there be any 100% County money? Yes _____ No X

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: Oct, 1976 (Josephine County will advertise and let bid)

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: Resolution of matter of constructed traveled way apparently not being within the limits of the dedicated right-of-way.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Ben. C. Tanzbridge
County Judge or Comm. Chairman

By Leo. L. Calvert
County Commissioner

By Vince D. Barker
County Commissioner

By Walter J. Marquam
County Engineer or Roadmaster

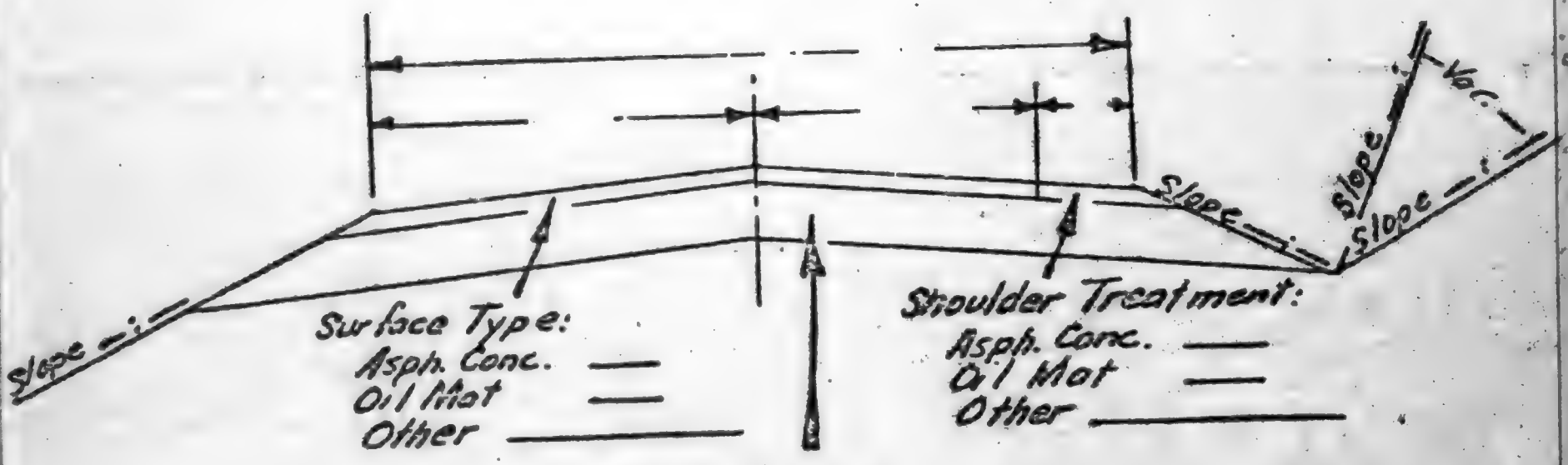
County Josephine

Date August 14, 1975

_____
O.S.H.D. Field Engineer

Date _____

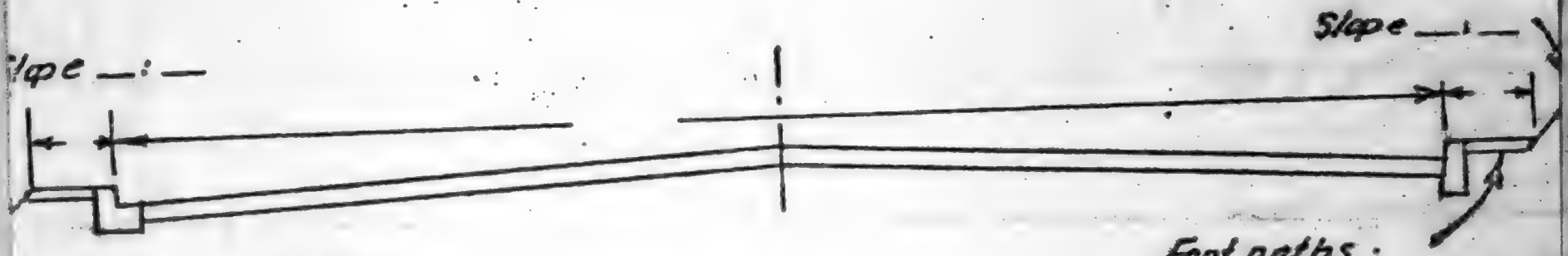
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

8015

OSR Josephine Co Rulien
PRO 6
Consult Agree Form

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Del Robertson
Construction Coordinator
Josephine County
Courthouse
Grants Pass, OR 97526

July 24, 1975

Dear Mr. Robertson:

You asked some questions at our preliminary engineering school July 10, 1975, concerning consultants.

If Josephine County has a consultant on retainer and they are registered in the State of Oregon, they will be considered qualified to perform preliminary and construction engineering on the new Off-System Roads Program.

Attached is a draft consultant-county agreement prepared specifically for this Off-System Roads Program. This agreement will be required along with the application (for now, the standard FAS-C form) and the project environmental assessment. Exhibit "A" to the consultant agreement is to be the work program along with the documentation of the fee schedule. Exhibit "B" is the consultant certificate.

A construction-finance agreement must be prepared between the city and the state. A meeting is needed between the consultant, city and state to outline the various testing, documentation, forms, submission frequency, etc., after approval of the project and before any work begins.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 29 1975
ENGR. COOR. DE AE UE
UPE CE RE RPE

JUL 28 1975

GLC/dt

cc: L. W. Rulien
George Thornton
Ron Busey

1978 Cape Creek Tunnel Sec., 8846
20 mi. S. of Waldport.
(Illumination)

cy: State (H.S Coulter)

#8846

STATE COPY

1-14-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-14-81	W. N. Bryant, Area Engineer	HHS-2-3(5)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-24-79	2-28-80	98 %	Specified completion Date 9-30-79

APPROVED EXTENSIONS	LOCATION
None	U.S. 101, 10.8 mi. S. of Lincoln County Line

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CAPE CREEK TUNNEL
OREGON COAST HIGHWAY
Illumination

This project provided for the installation of illumination through the Cape Creek Tunnel on the Oregon Coast Highway (Hwy. 101) located north of Florence, Oregon. A contract in the amount of $107,000 was awarded Mill Plain Electric, Inc., Vancouver, Washington, on November 21, 1978. Work began on May 1, 1979 and was completed in reasonably close conformance with the approved plans and specifications on September 24, 1979 at a final cost of $121,093.38 which includes $104,265 for bid items, $2,814.93 for approved changes, and $14,013.45 for construction engineering.

There were no major substantial overruns or underruns and all materials incorporated into the work met specification requirements.

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
Kelsey
FOR
Info | Sign | Act | File

RECEIVED
STATE HWY ENGR
FEB 4 '81
REFER TO
FOR
Info | Letter | R/D | D/R | Sign | Act | File

RECEIVED
JAN 29 1981
OREGON DIVISION

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	W. N. Bryant Area Engineer W. N. Bryant	SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer	DATE 1/21/81	TITLE Field Operations Engineer	DATE 1/23/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8846

L

March 12, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
Contract #8846

Gentlemen:

On February 29, 1980, we wrote to you concerning release of final payment on Contract No. 8846 awarded to Mill Plain Electric, Inc. for illumination at the Cape Creek Tunnel on the Oregon Coast Highway in Lane County.

Final payment on this contract is $660.00 and the total contract amount is $107,079.93, including $2,814.93 for work performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dmc

cc: Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8846

Oregon State Highway Division

VICTOR ATIYEH
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5

RECEIVED
STATE HWY ENGR
MAR 7'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

DATE: February 1, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IMIS-2-3(5)

Contract 8846, Work Completed September 24, 1979

Project Cape Creek Tunnel

Highway Oregon Coast

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-18-80

NOTED
H. S. COULTER

for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Keasey | Jackmond | Hopkins | Williams | Johnsen | Glen
RECEIVED
MAR 5 1980
CONSTRUCTION BRANCH
Richards | Berg | Inloes | Widmer | Gebauer | Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8846

B

STATE COPY [redacted]

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

1-18-80

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Lane	Oregon

IN COMPANY WITH

J. Gix, R. Ewen & G. Hopkins, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-18-80	T. P. Lowe, Area Engineer	HHS-2-3(5)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	98 %	100 %

CAPE CREEK TUNNEL
Oregon Coast Hwy
Illumination

Description:

The project provided illumination through the Cape Creek Tunnel to make passage of numerous bicycle riders safer. The tunnel is very narrow and was dark. Bike traffic on the Coast Highway has to pass through the tunnel. No alternate route is available. Now, with the illumination, drivers can see bicyclists in the tunnel.

Findings:

The contractor finished the contract work six days ahead of the specified completion date of September 30, 1979.

This project appears to be constructed in conformance with the contract requirements. Acceptance is recommended.

State Maintenance personnel have reported damage to the luminare apparently from excessively high loads. The luminare have 16' clearance.

It appears this problem is one of enforcement; however, the possibility of stronger attachment brackets and/or protective shields are being considered.

RECEIVED
STATE HWY. ENGR
FEB 28 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | C/R | Sign | Act | File

2-28 cy

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

4846

REPORT NO. 35

. 91-734-3001

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CAPE CREEK TUNNEL	WEEK ENDING: 5 JANUARY 1980	
	SECTION PREFIX: 820-1015	
HIGHWAY: OREGON COAST	COUNTY: LANE	
NAME OF JOB: CAPE CREEK TUNNEL	KIND OF WORK: ILLUMINATION	
CONTRACTOR: MILL PLAIN ELECTRIC,INC.	CONTRACT NUMBER: 8846	FEDERAL AID PROJECT NUMBER: HHS-2-3(5)
DATE OF CONTRACT: 21 NOVEMBER 1978	DATE WORK STARTED: 2 MAY 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 3 MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 30 SEPTEMBER 1979	PERCENT OF TIME ELAPSED: 98.0%
PROJECT AUTHORIZATION: $ 121445.00	ENGINEERING AUTHORIZATION $ 9630.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
EXCLUSIVE OF ENGINEERING: $ 111815.00	THIS WEEK 0.0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.7%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 106997.19	ENGINEERING COST TO DATE $ 11745.69	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.3 %	PERCENT OF AUTHORIZATION 122.0 %	24 SEPTEMBER 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Truck

ESTIMATED PERCENT COMPLETE (XXXXXXXXXX)

ITEM XXXXXXXXX NO.	ILLUMINATION						
PERCENT	100.%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	PARTLY CLOUDY			
TUESDAY	PARTLY CLOUDY			
WEDNESDAY	RAIN			
THURSDAY	RAIN			
FRIDAY	RAIN			
SATURDAY				

READ

RECEIVED
JAN 7 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Cape Creek Tunnel - for week of Dec. 30, 1979 thru Jan. 5, 1980.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	Mill Plain: Repaired and/or replaced the defective luminaire ballasts, retightened connections and adjusted as needed.
SATURDAY	

REMARKS

This week: Mill Plain: Repaired and/or replaced the defective luminaire ballasts retightened connections and adjusted as needed.
This work completes project. Semifinal to be submitted by 4 February 1980.

Next week: No activity.

NOTE: Project work complete. FINAL REPORT.

NOTE: Found one more inoperative luminaire. Re-bulbed and contractor will attempt to replace defective ballast when received from equipment supplier.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8846. 12-22-78 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-336		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 1		Project Number HHS-2-3(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000	$ 131,015
Federal funds	$ 5,400	$ 117,913
Other revisions		

This modification is made for the following reasons:

To add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of December , 19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 484

file

Oregon State Highway Division
Salem, Oregon, December 6, 1978

Federal-aid Project
No. HHS-2-3(5)

CAPE CREEK TUNNEL SECTION
OREGON COAST HIGHWAY
LANE COUNTY

Revised Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 8,500.00
Type Code Y030 Illumination			
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	116 sq.ft.	2.00	232.00
Temporary Plastic Safety Markers	23 only	5.00	115.00
Flagmen	500 hour	15.00	7,500.00
Pole Foundation and Structure Mounted Brackets	All Required		2,153.00
Roadway Lighting Poles and Bracket Arms	All Required		20,000.00
Luminaires and Ballasts	All Required		55,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		20,000.00
	Subtotal		$107,000.00
	Engineering		15,515.00
	Total		$122,515.00

Length of Project - - - 0.00 mile

Work Retained in Program Status
(Not included in amounts below.)

Install Stockpiled Guardrail	All Required	$ 1,000.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,500	$ 7,650	$ 850
Illumination	122,515	110,263	12,252
Total	$131,015	$117,913	$13,102

Group 8 - 100%
Contract No. 8846
Prefix: 20-1929
Prefix: 820-1015

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 6-116	FEDERAL-AID PROJECT AGREEMENT 6-14-78	County: Lane
		Project No.: HIS-2-3(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, 10.8 miles south of Lincoln County line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-27-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000.00	$ 5,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Kunstler
Technical Service Engineer
(Title)

By H. L. Cullen
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For G. L. Green

Date executed by Division Administrator JUN 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, OR June 1, 1978

Federal Aid Project
No. HHS-2-3(5)

"Cape Creek Tunnel Section"
Lane County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 6,000.00
	Total	$ 6,000.00

Length of Project 0.0 mile

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,400.00	$ 600.00
Retain in Program (Contract Work)	40,000.00	36,000.00	4,000.00
Total	$46,000.00	$41,400.00	$4,600.00

Prefix 020-1929
Group 1-100%

8841

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 5, 1978

Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8846 for illumination on the Cape Creek Tunnel Section of the Oregon Coast Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimms
Alfred Shirley
Ellis Jones
L. E. George

#8846

November 22, 1978

Mill Plain Electric, Inc.
714 S.E. 136th Ave.
Vancouver, WA 98664

Gentlemen:

The Oregon Transportation Commission on November 21, 1978, accepted your proposal for illumination of the Cape Creek Tunnel on the Oregon Coast Highway in Lane County for the sum of $107,000 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer on November 21, 1978, awarded you the project, which has been assigned Contract No. 8846.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is September 30, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr
bc: Pacific Builder & Engr., Inc., Seattle, WA
Daily Journal of Commerce, Seattle, WA, and Portland
bbc: C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Ellis Jones
L. E. George
SAIF
Fran

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-25-78

FEDERAL AID PROJECT NO.: HHS-2-3(5)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80165

COUNTY NAME: Lane

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-5-78	10-25-78	Primary 2	Primary 9

GENERAL LOCATION: Cape Creek Tunnel Section

GENERAL DESCRIPTION OF WORK: Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 10-23-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $139,987 - Federal Funds $125,988.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-78	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Walt Hart
Bridge Engineer

September 7, 1978

E. S. Hunter
Technical Services Engineer

Please contact the Region and coordinate the effort of bicycle sign installation and the contract for illumination of the Cape Creek Tunnel.

The sign installation should proceed; however, electrical conduit and wiring installed by the Maintenance forces should conform to the final installation necessary for the illumination contract.

Please advise the Region of what is required to do this and revise the plans and specifications for the illumination contract accordingly.

ESH:ja

cc L. E. George
Bud Shirley

8646

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 28, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 27, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 27 on the following projects:

1. Old Portland Rd-S 6th St (St Helens)
   FAP No FAU 6260
   Columbia County

   Grading and paving

   24-foot roadway with 4-foot shoulders.
   This section part of a truck route.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "Footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Pigeon Pt Rd-S Slough Br Bikeway
   Cape Arago Hwy
   Coos County

   Bikeway project

   An 8-foot Class I and II bikeway to be constructed on this contract.

3. Brookings (Wharf St)
   City Street
   Curry County

   Grading and paving

   Five-foot sidewalks with curb cuts to be constructed

   Same as No. 1

4. Hooskanaden Slide
   Oregon Coast Highway
   Curry County

   Grading and paving

   Slide correction. Four-foot shoulders on climbing lane and 8-foot shoulders on descending lane. Project will be striped as part of the Oregon Coast Bikeway.

5. Little Deschutes River (Montgomery) Bridge
   FAS B345
   Deschutes County

   Bridge repair

   32-foot roadway on structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Cedar St-Oak St (Oakland)
   Sixth Street
   Douglas County

   Grading and paving

   Street utilizes a 36-foot roadway

   Same as No. 5

7. Cow Creek Safety Rest Area
   Pacific Highway
   Douglas County

   Sewer construction

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. North Unit, Condon-Thirtymile Creek
John Day Highway
Gilliam County

Grading and macadam

24-foot roadway with 4- to 8-foot shoulders

Same as No. 1

9. Silvies River (Standcliffe) Bridge
County Road No. 616
Harney County

Structure

27-foot, 6-inch roadway on structure. Roadwork incidental to structure

Same as No. 5

10. Tumble Creek-Rimrock Creek
Mt Hood Highway
Hood River County

Grading

Flood damage repair

Same as No. 7

11. Cape Creek Tunnel
Oregon Coast Highway
Lane County

Illumination of this tunnel being done for the safety of bicyclists riding the Oregon Coast Bike Route

12. Dexter State Park
Lane County

Park improvement

Same as No. 7

13. Jordan Creek Bridge
Jaca Road
Malheur County

Structure

27-foot, 6-inch roadway on structure with 28-foot aggregate approaches

Same as No. 1

14. Monitor Road Junction
Hillsboro-Silverton Highway
Marion County

Paving

Variable width lanes with 4-foot shoulders

Same as No. 1

15. Willow Creek (Morgan St) Bridge (Heppner)
FAP No 05-2501(1)
Morrow County

Structure

11-foot lanes and 3-foot shoulders available on structure and approaches

Same as No. 1

16. N Marine Drive-New Era
Pacific Highway East
Multnomah and Clackamas Counties

Miscellaneous highway appurtenances

Same as No. 7

17. Pacific Hwy (Conn. #1) at Hayden Island Drive
Pacific Highway
Multnomah County

Traffic signals

Curb cuts to be installed on this project

Same as No. 7

18. Hermiston Hwy at SW Highland Ave (Hermiston)
FAP No HHS-76(1)
Umatilla County

Traffic signals

Same as No. 7

19. N Main St-Oregon/Washington Hwy (Milton-Freewater)
NE 8th Street
Umatilla County

Grading and paving

5.5-foot sidewalks with curb cuts to be constructed on this project

Same as No. 1

20. Five Points Creek Bridge
Hilgard Road
Union County

Structure

27.5-foot roadway on structure

Same as No. 5

21. UPRR O'Xing (La Grande)
FAU Route 4645
Union County

Grading, paving and structure

5-foot sidewalk to be constructed on west side of structure and approaches

Same as No. 1

22. Millican Creek (Lafayette)
Pacific Highway West
Yamhill County

2.4 m - 3.0 m shoulders incorporated in this project

Same as No. 1

RS:mc

cc Robert Burco
F. B. Klaboe
D. G. Talbot
George Bell
L. E. George
E. S. Hunter
F. E. Terpin
Don Harwell

8846

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

7-5-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-2-3(5)

STATE PROJECT NO.: See below

FROM: G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80165

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Dept. of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-5-78	7-5-78	Primary 2	Primary 9

GENERAL LOCATION:

Cape Creek Tunnel Section

GENERAL DESCRIPTION OF WORK:

Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's June 30, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $82,508 Federal Funds $74,257.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-5-78	G. L. Green	for the Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8846

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: E. S. Hunter
Technical Services Engineer

DATE: June 16, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Safety Treatment
Oregon Coast Highway
Cape Creek Tunnel

FHWA has approved a Title II Section 209 Illumination Project for the subject tunnel. As you know, we had worked up an elaborate signing plan with flashers, push buttons, etc., prior to receiving illumination approval. The cost was $16,500.

This office advised the Region that the Illumination Project should be completed and the signing project deferred until it was determined that it was still necessary after a reasonable evaluation period of the illumination.

The Region concurred in this recommendation.

L. E. George
Traffic Engineer Supervisor

GLC/ds

cc Alfred Shirley, Jr.
Don Shaffer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 16 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Dsn | Pol | Trfc

81-125-1387

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-2-3(5)

STATE PROJECT NO.
See Below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80165

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-27-78	Primary 2	Primary 9

RECEIVED
DOT OPERATIONS
MAR 1 '78
RETURN TO
FOR

GENERAL LOCATION:
"Cape Creek Tunnel Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : TEC NTE $6,000
Fed Funds $5,400
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2-14-78 letter, I concur that this project qualifies for timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non major action as set forth in FHPM 7-7-2.

You are authorized to proceed with the work as shown above.

Swan 3-1

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-27-78	G K Hoosner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8746

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 5, 1976

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Request for Tunnel Illumination
Oregon Coast Highway at Cape Creek Tunnel

Mr. Klaboe is interested in illuminating the subject tunnel to lessen the extreme potential hazards to pedestrians and bicyclists. Attached you will find a report recommending illumination as well as recent correspondence in this regard.

Would you please take the necessary action to obtain Federal aid funding so that this project can be accomplished using Section 134 funds (1976 Highway Act).

Very truly yours,

L. E. George
Traffic Engineer

RDT:rj

cc: F. B. Klaboe
H. S. Coulter
R. L. Schroeder

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG 6 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

X146

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 26, 1976

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Request for Tunnel Illumination
Oregon Coast Highway at Cape Creek Tunnel

Mr. Klaboe is interested in illuminating the subject tunnel to lessen the hazards to pedestrians and bicyclists. Attached you will find a report recommending illumination as well as recent correspondence in this regard.

Would you please take the necessary action to obtain Federal aid funding so that this project can be accomplished.

Very truly yours,

L. E. George
Traffic Engineer

RDT:rj

cc: F. B. Klaboe
H. S. Coulter
R. L. Schroeder

RECEIVED
DOT OPERATIONS
JUL 27 '76
REFER TO
Remington
FOR
Info | Trans | R/D | D/R | Sign | Agt | File

NOTED
F. B. KLABOE

8-3

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form 81-734-3122

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
July, 1976

INVESTIGATION OF TUNNEL
Oregon Coast Highway #9
Cape Creek Tunnel
M.P. 178.42-M.P. 178.55

Recommendation:

To provide safer travel for bicycle and pedestrian traffic it is recommended that the tunnel near Cape Creek on the Oregon Coast Highway be provided with proper lighting.

Investigation:

Cape Creek Tunnel is located on the Oregon Coast Highway at M.P. 178.48 near Heceta Head. The Coast Highway in this section is tangent with a slight grade. The highway is striped with both center line and edge line. The paved roadway surface is 32 feet in width both south of the tunnel and north of the bridge structure.

The tunnel at Cape Creek is 750 feet long and has a 26 foot horizontal clearance with a 19 foot vertical clearance. The structure across Cape Creek varies in horizontal clearance from 24 feet on the southern end to 26 feet on the northern end. The tunnel does not have any illumination at the present time.

The traffic volumes on the Oregon Coast in this section averages 2900 vehicles per day. However summer volumes are 125% of the yearly ADT or approximately 3700 vehicles per day. A large percentage of the increased increment of traffic is recreational vehicles that are difficult to control through this section of restricted transverse width. With the establishment of the transcontinental Bike Centenial Trail the growth of long distance bicycle trips on US101 has increased to the point where the large number of cyclists are in serious conflict with motor vehicles especially in the section under question.

A motor vehicle driver entering the tunnel on a summy day experiences a great deal of vision loss because of the inability of the human eye to adjust immediately to drastic changes in light intensity. The driver experiences a further decrease in vision when he confronts an oncoming vehicle with its lights on. Either or both of these situations coupled with the relatively small size, slow speed and poor reflectors or lights on a bicycle in the tunnel, produces a hazardous situation. It is recommended that the tunnel be illuminated to better aid the driver in locating bicyclists and pedestrians in the tunnel.

Cost Estimate;

The estimated cost to install proper illumination is $120,000.

7-26-76

8846

F. B. Klaboe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 7-5

Roseburg, Oregon

July 26, 1976

ORIGINAL SIGNED BY J. J. GIX

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: William Anhorn
District Engineer

SUBJECT: Bicycle Symbol Sign Installation
Cape Creek Tunnel
US 101 (M.P. 178.38 & 178.59)
Lane County

Attached is correspondence prepared for the Governor's signature dated July 16, 1976, instructing the installation of signs to warn of possible conflicts with bicycle and pedestrian traffic inside the Cape Creek Tunnel.

Attached is a sketch map depicting the installation of new bicycle symbol signs with "ON ROADWAY" plaques as well as some necessary reshuffling of existing signs. Also to be included, is the installation of a new "VIEW POINT AHEAD" sign.

tiacw in 1-510 jia 101

Due to the heavy concentration of existing signs in this area, it was determined not feasible to install both pedestrian and bicycle symbol signs. It was decided that bicycle symbol signs would be the first choice of the two.

Please arrange for the implementation of this plan as soon as possible and advise this office when completed.

JG/KO/slc

Encl.

cc: F.B. Klaboe ✓
R.A. Burco
E.S. Hunter
H.S. Coulter
L.E. George

RECEIVED
DOT OPERATIONS
JUL 28 '76
REFER TO:
J Remington
FOR
Info | Issue | A/D | D/E | Spec | Ad | File

cy 8-3

NOTED
F. B. KLABOE

N

101

TUNNEL

M.P. 178.29

TURN ON LIGHTS

178.34

178.36

178.38

Reinstall State Park Shield

Install

M.P. 178.42

VIEW POINT 1/4 MILE

Remove

CAPE CREEK Tunnel

Install

VIEW POINT AHEAD

CAPE CREEK

101

M.P. 178.55

TUNNEL

178.59

Relocate

ORE STATE PARK

Relocate

178.62

1/2 MILE

Install

LOW CLEARANCE ON SHOULDER

178.66

TO Florence

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

July 16, 1976

Mr. Paul D. Geuy
PMR Realty
Post Office Box 417
Lincoln City, OR 97367

Dear Mr. Geuy:

I can understand your continued interest in the need for illumination in the Cape Creek Tunnel. The Highway Division is aware of the condition and estimates it would cost about $120,000 to install proper illumination in the tunnel.

The money available for highway improvements is not adequate to construct all the requested improvements. Your request and many others are placed on a priority list to await future funds. I understand that the Division is applying for Federal Aid Safety funds through the Federal Highway Administration. With that approval, the project can go forward.

As an interim measure signs will be immediately installed at the entrances to warn motorists of a possible conflict with bicycle and pedestrian traffic.

I appreciate your interest and concern and assure you of our continuing efforts to provide safe facilities for the motoring public.

Sincerely,

Governor

RWS:ty

bcc Department of Transportation
(F. B. Klaboe - Extension 6516)

RECEIVED
DOT OPERATIONS
JUL 16 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABO

COPY

FORM 81-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

July 1, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Bicyclists Using Cape Creek Tunnel
Oregon Coast Highway
Lane County

We have consulted with Bob Dixson in the Bridge Section, Ben Gifford in Project Management and Don Shaffer Bicycle Engineer, regarding the possibilities of funding lighting in the subject tunnel. The attachment details the information gathered. It boils down to the fact that this work is not likely to be done by bond money, there are no bicycle funds available and the accident picture would not justify a safety project. The cost of the illumination is estimated to be $110,000 plus engineering and contingencies.

I have personally viewed this situation in the field and agree that it is a hazard for bicyclists. There appears to be a considerable number of bicyclists along the Coast Highway at present.

In view of the lack of funding, I have written a suggested draft indicating that it is desirable to illuminate the tunnel but that funding is not available at this time. This draft is attached.

L. E. George
Traffic Engineer

RDT:rj

RECEIVED
JUL 1 1976
Office of
Assistant State Highway Engineer

CAPE CREEK TUNNEL, HWY. NO. 9 - M.P. 178.42 to M.P. 178.55 (685 feet)

(1) I talked with Bob Dixon, Bridge Section, and he informed me that they had not yet designed lighting for the Cape Creek Tunnel. He estimated the cost for illuminating the tunnel only to be $110,000 plus engineering and contingencies.

(2) I checked with Ben Gifford of Rulien's office on the possibility of this being a bond project. The project was not selected for implementation with the first $25 million bond sale projects in District 5. There were 18 projects in District 5 which were selected, the Cape Creek Tunnel ranked number 33 on the priority list. There are currently more bond projects being proposed than the 1974 Bond Sale will accommodate. Should there be a future Bond sale, Lane County will be responsible for priotizing this project into a fundable position. The estimated cost of the project as indicated in the revised cost column of the 1974 Bond Status Report, is $525,000, which includes illumination, tunnel lining and bike construction.

(3) Don Shaffer explained that the money he had for bicycle-type improvements was (recently) depleted. Since there is no fixed "bicycle fund", Don explained that the project would first have to be approved for funding and then earmarked as a bicycle project.

Since January of 1970 there were two accidents in the tunnel:

1971: One Injury, Rear End

1972: Property Damage Only, Fixed Object

This would indicate a low priority for Safety funds based upon an accident benefit-cost ratio.

EB:rj
7-1-76

Salem, Oregon

June 25, 1976

L. E. George
Traffic Engineer

R. L. Schroeder
Assistant State Highway Engineer

Bicyclists Using Cape Creek Tunnel
Oregon Coast Highway - Lane County

In 1973 when Lane County set up their bond priority list, Mr. Geuy was the Mayor of Florence and had the tunnel lighting project put on the priority list. When the list was submitted to the Highway Division it was included as a second-level priority.

This info can be checked out with Larry. Also look into the possibility of lighting the tunnel with bicycle money.

RLS:ab

006648

PMG REALTY
249 S. HWY. 101 - P.O. BOX 417
LINCOLN CITY, ORE. 97367
PHONE 503-994-2148

Please prepare draft reply
for Governor's signature
by 7-2
Thank you.

Transportation

June 22, 1976

RECEIVED
JUN 23 1976
Governor's Office

cop

Governor Robert Straub
Oregon State Capital
Salem, Oregon 97310

Dear Governor Straub:

We have a tremendous problem that could cost us several lives momentarily.

Hundreds of bicyclists are using the Oregon Coast Highway daily and every one of them that tours the whole coast has to go through the traffic tunnel at Heceta Head in Lane County.

It is virtually impossible to see a biker or hiker inside of this tunnel when a driver goes from bright sunlight into the tunnel darkness even when using headlights (which some drivers do not do).

You have no doubt driven through the tunnel many times and have experienced how extremely poor one's vision is in there.

When I was mayor of Florence and a member of OCC & DC, I urged the State Highway Commission to put some lights in this tunnel. Also, the commission was urged during the hearings a couple of years ago in regards as to how Lane County's $13.2 million in bond money was to be spent, to consider lighting this tunnel.

We have been driving through the tunnel twice daily since May 15th, until we get totally moved to Lincoln City, and have noticed a vast increase in the number of bicyclists using Highway 101. We feel it will be a terrible shame for the people of the State of Oregon if a group of youngsters has to be killed before any action is taken. The lights do not have to be fancy--- just a string of bulbs would alleviate the problem.

With all due respect.

Sincerely,

Paul D. Geuy

Paul D. Geuy

pdg

RECEIVED
STATE HWY ENGR
JUN 25 '76
REFER TO Schoeller
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
JUN 24 76
REFER TO Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act

for Gov by 7-1

RECEIVED
JUN 24 1976
OFFICE
DIRECTOR of TRANSPORTATION

1978 Willow Cr. (Morgan St.) 8847
Bridge in Heppner
(structure)

CSA 5450 9-23-75 11-17-75

CSA 5503 6-20-78

CSA 9557 1-6-78

CSA 9557 9-8-75

Agreement to 9/24/75

App'd Consultant [illegible] (2 copies) to Roger Lo[illegible]
1 copy to Dave Jones

5/18/76

CC-1675 - PE
CC-1941 Const AD 535

$ 25000 transmittal Nov 14, 1975

PE Prefix - 325-1956 #
325-1954 is cancelled was for title 230

SCA
325-1707 -

Returned 1491 60 to City 11/17/75

CC1675
PE
Transferred 2050.00

$78,005

PE 9280

Did not transfer the small amount
of additional SCA funds as match for PE
(#210)

Final construction costs on PE together
these make up city share of
PE match

City has 5 yrs to complete Construction
work in Dec 1980

Bridge Project Only
as of 9/6/78
CC 1941 AD 535

Contacted Warren Richards,

C8A 5450 9-23-75 11-17-

C9A 5503 6-20-78

C1A 9557 1-6-78

C1A 9557 9-8-75

App'd Consultant [redacted]
(2 copies) to Roger La[redacted]
1 copy to Dept Sanes

5/17/76

Returned 1491 60 to
City 11/17/75

cc 1673
PE
Transferred 2050.00

$78,000

cc-1673 - PE
cc-1941 Grant #1153

$25000 transmittal Nov 14, 1975

PE Prefix - 325-1956
325-1954 is cancelled was on title 230

325-1707 - SCA

PE 9280

Did not transfer the small amount
of additional SCA funds as match for PE
(#216)

Final cost reviews on PE together
show make up city share of
PE match

City has $ 5000 on hand now
rest in Dec 1225

Contractor

Bridge Project Only
as of 9/6/78
CC 1941 AD 5-35

Contacted Warren Richards,
4-Dec-72
Waiting for Law suits between City and Contractor

8847

HIGHWAY DIVISION

CON

V. E. Skoog
Controller

March 30, 1983

Robert N. Bothman
Assistant State Highway Engineer

Morgan Street Bridge
OS-2501(1)

Your letter of March 28 indicates a holdup of some 28 months between the time the subject contract was completed and the prefix closed by the Construction Section.

However, an additional six months was required to mail the final billing to Heppner for their participation in the project. Please provide an additional explanation of that six month period in order to better understand the billing process.

RNB:lb

cc Gary Potter (w/background information)

8247

STATE OF OREGON
HIGHWAY ACCOUNTING
Administration - 8-6578

INTEROFFICE MEMO

FILE: CON

DATE: March 28, 1983

RECEIVED
ASST STATE HWY ENGR
MAR 29 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: R. N. Bothman
Assistant State Highway Engineer

FROM: Vernon E. Skoog
Controller

SUBJECT: Morgan Street Bridge
OS-2501(1)

Final payment was made to the contractor in January 1980. The normal procedure was then followed by writing to Construction, Design, Bridge, Region and Resident Engineer on February 1, 1980, notifying them that the project prefix would be closed in three months unless they requested that it remain open.

14 Months

The Resident Engineer, Construction and the Region advised us to hold the prefix open through May 18, 1981, because of a pending contractor's claim.

An audit was performed, as prescribed in the agreement, in December 1979 on Anderson-Perry & Associates, Inc., who were the construction engineering consultants on the Morgan Street Bridge for the City of Heppner.

On May 14, 1981, Roger Lang (Region 5 Federal Aid Engineer) wrote to Janice Peterson (Contract Accounting Supervisor) and asked that the contract be "closed out". (Att.1) She replied that Construction was waiting for a Materials Lab report before they could request FHWA acceptance. (Att.2)

On June 10, 1981, Construction requested FHWA acceptance. Acceptance was granted on June 19, 1981.

Normal accounting procedure is to wait until a project is accepted by FHWA AND all concerned OSHD personnel state that the project can be closed before preparing a voucher to FHWA.

14 MONTHS
2 ESTIMATES

On August 20, 1981, Construction advised Accounting to hold the project open. We checked with Construction again in December 1981 and June 1982. On July 29, 1982, Construction advised us to close the prefix. On November 3, 1982, the final voucher was prepared for submission to FHWA.

6 MONTHS

At Program Management's request, Contract Accounting submits a copy of the final voucher to Program Management when the Job Cost Summary agrees with the costs shown on the federal billing. This was apparently done in December 1982.

34 MONTHS

Program Management prepared a statement of costs on the project, dated January 18, 1983; Contract Accounting received it on January 23, 1983. On January 27, 1983, Contract Accounting prepared a Request for Outside Billing to Heppner. This was typed and mailed on February 9, 1983.

NOTED
ROBERT N. BOTHMAN

FRG:JP:njl
Attachments

81-125-1307

Contains Recycled Materials

8847

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

Buzz

ACC

TO: V. E. Skoog
Controller

DATE: March 17, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Morgan Street Bridge Final Billing

Considerable discussion has developed regarding the final billing on the Morgan Street Bridge Project. Notwithstanding the other problems, what is the cause for the two and one-half year delay between completion of the project and final billing to the City of Heppner.

Please provide me with an understanding of the process involving the Program Section and Accounting Section in processing the final billing, specifically the steps required, the time taken and dates involved regarding the Morgan Street Bridge.

RNB:lb

Att.

cc D. E. Swan

Contains Recycled Materials

8447

Agenda Item #6

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: March 15, 1983

FROM: Jack L. Sills
Assistant Attorney General

NOTED
W. E. SCHWARTZ

SUBJECT: ~~Contract~~ Case No. 6750
Morgan Street Bridge Project
Heppner, Oregon

Attached you will find a reply from Mr. William J. Kuhn, Attorney for the City of Heppner, regarding my request that they pay $1,867.32 that Accounting has advised me is still due on the above contract.

As you will recall this contract had some complications at the end that centered around a contractor's claim in which the State was also named as a party defendant. In the dismissal and settlement of the contractor's claim there was a mutual release signed by the State, the City and the contractor which Mr. Kuhn feels relieves the City of any contractural obligations to the State.

While I do not agree with his conclusions on that, nor the other defenses that he has raised, I must advise you that I feel that if we pursue the matter to litigation that the City of Heppner will resist it and it will be necessary to try the issue.

The case will be tried in the city of Heppner with a local Circuit Court Judge and the cost to the State will be between $1,500 and $1,800 to try the claim. Even assuming the State wins, the net gain would probably be somewhere between $100 and $200 and we might even end up with a net loss. I feel that while we have a strong legal position that this is a typical example of a case you might well win and end up costing the State of Oregon money.

It would therefore be my recommendation that the matter be closed as being in the best interest of the Highway Division and the State of Oregon in so far as it relates to the bottom line cost. I should also point out that this job was plagued with problems from the very beginning and has been a sore spot between the City and State for several years.

JLS:lt

Robert B. Abrams
William J. Kuhn

Abrams & Kuhn
Attorneys-At-Law
P. O. Box 428
Heppner, Oregon 97836

Telephone 676-9141

RECEIVED
MAR 14 1983
LEGAL

March 10, 1983

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
Highway Legal
113 Transportation Bldg.
Salem, OR 97310

Copy to Morrow Co. Court

NOTED
JACK L. SOLLIS

NOTED
W. E. SCHWARTZ

Re: Contract No. 6750
Morgan Street Bridge Project
Our File No. 1480

Dear Mr. Sollis:

I received your letter of February 25, 1983, and discussed it with the Heppner City Council. Both I and the Council were dismayed with your letter. The Morgan Street Bridge project has already been more expensive to the City than ever anticipated. To have the State come up a year after we got that matter completely settled and present the City with a bill can hardly be described as a good political approach. The State should have had an audit completed long before January of 1983, and the basis of the State's claim is unclear.

There are a number of legal problems with the State's request on top of the fact that it will severly strain City-State relationships. That is the fact that I believe my release agreement completely protects and insulates the City from any more claims by the State. Also, I believe there is a statute of limitations problem because the State-City agreement was signed in September of 1975.

I have advised the City that if we receive any more dunning letters from the State the matter should be taken up with out State Legislators as I can't see any justification for the State's approach. That will be the first step if this letter does not convince the State that the matter should be forgotton. I would say, in answer to your letter that the City has no intention of paying the $1,867.32. Please advise the Highway Division of the City's position. I would hope that this settles the matter before too much salt is rubbed into old wounds.

Sincerely,

ABRAMS & KUHN

William J. Kuhn

WJK/djy

cc: Heppner City Council

8847

Date 3-14-83 — PROJECT MANAGEMENT OFFICE MEMO

ject Willow Creek (Morgan St) Br. File No.

Received (call) (visit) from Bob Hector

Address Region 5 Engr

Made (call) (visit) to Bob Hector Phone 963-3177

Reason for contact and general discussion: Bob wanted to know if the balance the City of Heppner owed ($1867.32) included any of the ~~foundation~~ material testing the state performed for Anderson & Perry (because Anderson & Perry did not have their own lab), and which the City refused to pay for because it wasn't in their contract with Anderson & Perry. I told him that NONE of the cost of material testing was in the City's bill. The material testing was ~~done~~ transferred to an order to render service prefix and billed to Anderson & Perry (who refuse to pay).

Signature KE Thurber

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8847

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 136322

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
2/9/83		CA 1045

NEW CODE: HEPPNER

CITY OF HEPPNER
PO BOX 756
HEPPNER OR 97836

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			1,867.32
325-1956	296	00	000		237.24
325-1956	295	00	000		(237.24)
325-1065	296	00	000		1,630.08
325-1065	295	00	000		(1,630.08)

DESCRIPTION	TOTAL PRICE
FINAL BILLING: WILLOW CR (MORGAN ST) BRIDGE CITY STREET (HEPPNER)	
FAP OS-2501(1)	
PROJECT COST	115,167.32
LESS: FEDERAL FUNDS	(78,000.00)
ADV. DEPOSIT FOR CONSTR.	(10,300.00)
SCA FUNDS	(25,000.00)
AMOUNT DUE STATE	1,867.32

FOLD

FOLD

110.00
1-800-452-7813

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

HAROLD REYNOLDSON PH: 378-6011 FOR CORRECTNESS OF CHARGES

OR KLINT TEGLAND PH:378-6232 PREPARER OF INVOICE

734-1150 (7-81) HEPNHWY 1123

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER: 136322

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
1/27/83		☐ PARTIAL ☒ FINAL		CA 1045

BILL TO: New

CODE: HEPPNER

CITY OF HEPPNER

P.O. BOX 756

HEPPNER, OR 97836

CREDIT DISTRIBUTION

324.02	$ 1,867.32
325-1956-296-00-000	$237.24
325-1956-295-00-000	⟨$237.24⟩
325-1065-296-00-000	$1,630.08
325-1065-295-00-000	⟨$1,630.08⟩

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
FINAL BILLING: WILLOW CR (MORGAN ST) BRIDGE CITY STREET (HEPPNER) FAP OS-2501(1)	
PROJECT COST	$115,167.32
LESS: FEDERAL FUNDS	-78,000.00
LESS: ADV. DEPOSIT FOR CONSTR.	-10,300.00
LESS: SCA FUNDS	-25,000.00
AMOUNT DUE STATE	$ 1,867.32

110.00

1-800-452-7813

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

HAROLD REYNOLDSON PH: 378-6611 FOR CORRECTNESS OF CHARGES

OR KLINT TEGLAND PH: 378-6232 PREPARER OF INVOICE

HEPNHWY 1123

Advance Deposit Amount	$ 35,300.00	AMOUNT DUE	$ 1,867.32
Advance Deposit Previously Transferred to Highway Fund	$ 27,300.00	SUBMITTED BY	Klint Tegland
Balance	$ 8,000.00	APPROVED BY	W. E. Strong
Transfer to Highway Fund	$ 8,000.00		
Refund Due	$ ———		

OREGON STATE HIGHWAY DIVISION 136322

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1/18/83

CITY: HEPPNER AGREEMENT NO: 5503 PROJECT NO: OS-2501(1)

CONTRACT NO: 8847 SECTION: Willow Creek (Morgan St.) Bridge

P.E.:		
Engineering		$ 13,089.85
Archeological Salvage		143.39
		$ 13,233.24
Federal Funds Collected	$10,946.00	
CONSTRUCTION:		
Payment to Contractor		$ 88,922.50
Engineering - Consultant		8,194.18
- State		4,368.91
Audit		381.74
Project Management		66.75
TOTAL		$101,934.08
Federal Funds Collected	$67,054.00	

CITY'S SHARE:

Project Cost	$115,167.32
Less Federal Funds	78,000.00
Less Ad. Dep. for Const.	10,300.00
Less SCA Funds	25,000.00
AMOUNT DUE STATE	$ 1,867.32

REFERENCE NO.: CC 83-03

RECEIVED
JAN 21 1983
ACCOUNTING

8847

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1/18/83

CITY: HEPPNER AGREEMENT NO: 5503 PROJECT NO: OS-2501(1)

CONTRACT NO: 8847 SECTION: Willow Creek (Morgan St.) Bridge

P.E.:		
Engineering		$ 13,089.85
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Payment to Contractor		$ 88,922.50
Engineering - Consultant		8,194.18
- State		4,368.91
Audit		381.74
Project Management		66.75
TOTAL		$101,934.08
Federal Funds Collected	$67,054.00	

CITY'S SHARE:

Project Cost	$115,167.32
Less Federal Funds	78,000.00
~~Less Ad. Dep. for PE~~	~~1,491.60~~ returned earlier
Less Ad. Dep. for Const.	10,300.00
Less SCA Funds	25,000.00
AMOUNT DUE STATE	$ 375.72
	1491.60
	# 1867.32

REFERENCE NO.: CC 83-03

8847

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	11-82					
	Willow Creek (Morgan St) Bridge **City Street (Heppner)** **Morrow County**					
	Preliminary Engineering					
	Type Code P.E. State	All Required			$ 12,614.19	
	Type Code Y070 Archeological Salvage	All Required			143.39	
	Construction					
	Type Code X080 Morgan St. Str. Br. #16249 (Sta. 1+51.50 To Sta. 1+90.50)					
	Formal Contract Payment Summary	Lump Sum			67,958.00	
	Construction Engineering					
	State	All Required			1,999.34	
	Anderson-Perry & Associates, Inc.	All Required			8,194.18	
	Total Participating Construction Engineering				$ 10,193.52	
	Total Participating Cost				$ 90,909.10	
	Nonparticipating Project Cost					
	P.E. (State)	All Required			475.66	
	Formal Contract Payment Summary	All Required			20,964.50	
	Audit Expense (State)	All Required			381.74	
	Construction Engineering	All Required			2,436.32	
	Total Nonparticipating Cost				$ 24,258.22	
	Total Project Cost				$115,167.32	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/82.					
	AMOUNT CARRIED FORWARD					

325-1065
325-1956

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. 05-2501(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-27-76 To: 6-13-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS Federal Fund Limited	NET AMOUNT CLAIMED
$101,934.08 20.75 13,212.49	$76,151.82 -0- 12,757.68	85.80% -0- 85.80%	$67,054.00 -0- 10,946.00	$67,054.00 -0- 10,946.00	$ 0.00 0.00 0.00
$115,167.32	$90,909.10	85.80%	$78,000.00	$78,000.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 11/3/82

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — NOVEMBER 1982

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE
	324	1097	900	00	N	1		
	324	1097	900	00	N	8		
	324	1097	915	00	P	1		
	324	1097	915	00	P	8		
	324	1097	915	05	P	1		
	324	1097	915	05	P	8		
	324	1097	915	06	P	1		
	324	1097	915	06	P	8		
	324	1097	95[illegible]	00	P	1		
	324	1097	950	00	P	8		
	324	1097	985	00	P	1		
	324	1097	985	00	P	8		
			TOT	P1				
			TOT	P2				
			TOT	P8				
			TOT	N1				
			TOT	N8				
			TOT	N9				
			** JOB TOTALS **				**	**
HEPPNER PAVMNT MRKG PROJ	CONT NO		FA PROJ NOS PMS 000S071 100					
	325	1061	270	01	P	1		
	325	1061	296	00	N	9		
	325	1061	298	00	N	9		
	325	1061	900	00	N	1		
	325	1061	9[illegible]8	00	N	1		
			TOT	P1				
			TOT	N1				
			** JOB TOTALS **				**	**
WILLOW CRK MORGAN ST	CONT NO 8847 *		FA PROJ NOS OS 2501001 100					
	325	1065	201	OC	P	1	Contractor Payments	20,964.50CR
	325	1065	201	00	N	1		20,964.50
	325	1065	295	00	N	9		
	325	1065	296	00	N	9	.60CR	4,153.45CR
	325	1065	298	00	N	9	.60	4,153.45
	325	1065	900	00	P	1	Resident Eng .70	1,273.21CR
	325	1065	900	00	N	1	.70CR	1,273.21
	325	1065	904	00	P	1	Consultant Fees	381.74CR
	325	1065	915	00	N	1	Audit	381.74
	325	1065	920	00	P	1		66.75CR
	325	1065	920	00	N	1	Proj Mngt	66.75
	325	1065	945	00	P	1		12.39CR
	325	1065	945	00	N	1	Const Eng	12.39
	325	1065	948	00	N	1		1,023.28
			TOT	P1			.70	22,698.59CR
			TOT	N1			.70CR	23,721.87
			** JOB TOTALS **				**	1,023.28

PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
1097	900	00	N	1				6,719.05	75	82
1097	900	00	N	8				14.40	75	82
1097	915	00	P	1				172.54	76	79
1097	915	00	P	8				.16	76	76
1097	915	05	P	1				38.96	78	78
1097	915	05	P	8				.79	78	78
1097	915	06	P	1				38.96	78	78
1097	915	06	P	8				.79	78	78
1097	950	00	P	1				155.51	75	76
1097	950	00	P	8				2.42	75	76
1097	985	00	P	1				51.31	75	77
1097	985	00	P	8				.55	76	76
	TOT		P	1				643,137.69		
	TOT		P	2				72,172.33		
	TOT		P	8				12,049.43		
	TOT		N	1				7,457.22		
	TOT		N	8				14.43		
	TOT		N	9				.03CR		
	** JOB TOTALS **					**	**	734,831.07 **		
	FA PROJ NOS PMS 000S071 100								STATE	
1061	270	01	P	1				1,008.57	78	81
1061	296	00	N	9				1,008.57CR	78	81
1061	298	00	N	9				1,008.57	78	81
1061	900	00	N	1				5.40	82	82
1061	948	00	N	1				13.56	81	82
	TOT		P	1				1,008.57		
	TOT		N	1				18.96		
	** JOB TOTALS **					**	**	1,027.53 **		
8847 *	FA PROJ NOS OS 2501001 100								STATE	
1065	201	00	P	1	Contractor Payments		20,964.50CR	67,958.00	79	82
1065	201	00	N	1			20,964.50	20,964.50	82	82
1065	295	00	N	9				25,250.00	79	79
1065	296	00	N	9		.60CR	4,153.45CR	92,304.00CR	79	82
1065	298	00	N	9		.60	4,153.45	67,054.00	79	82
1065	900	00	P	1	Resident Eng	.70	1,273.21CR	1,999.34	78	82
1065	900	00	N	1		.70CR	1,273.21	1,333.90	78	82
1065	904	00	P	1	Consultant Fees			8,194.18	79	80
1065	915	00	P	1			381.74CR		80	82
1065	915	00	N	1	Audit		381.74	381.74	82	82
1065	920	00	P	1			66.75CR		79	82
1065	920	00	N	1	Proj Mngt.		66.75	66.75	82	82
1065	945	00	P	1			12.39CR		81	82
1065	945	00	N	1	Const Eng		12.39	12.39	82	82
1065	948	00	N	1			1,023.28	1,023.28	82	82
	TOT		P	1		.70	22,698.59CR	78,151.52		
	TOT		N	1		.70CR	23,721.87	23,782.56		
	** JOB TOTALS **					**	1,023.28 **	101,934.08 **		

B02 OREGON STATE HIGHWAY DEPARTMENT

680 FHWA BILLING VOUCHER

PREFIX	GRP FI	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED
>426-1915	1	SOS -2600-001	4,400.00	4,342.99	4,342.99	100.00	4,342.99	4,342.99
		PROJ TOTALS	139,238.00	217,636.94	217,546.68		139,116.67	138,911.55
326-1017	1*	SOS -2601-002	46,882.50	55,010.03	54,641.61	85.80	46,882.50	46,882.50
426-1018	1*	SOS -2601-002	4,817.24	5,063.53	5,614.50	85.80	4,817.24	4,817.24
326-1946	1*	SOS -2601-002						
>426-1917	1*	SOS -2601-002						
		PROJ TOTALS	51,699.74	60,073.56	60,256.11		51,699.74	51,699.74
326-1017	2*	SOS -2601-003	55,747.12	65,746.71	64,973.33	85.80	55,747.12	55,747.12
426-1018	2*	SOS -2601-003	4,569.68	4,766.74	5,325.97	85.80	4,569.68	4,569.68
326-1947	1*	SOS -2601-003				100.00		
426-1918	1*	SOS -2601-003						
		PROJ TOTALS	60,316.80	70,513.45	70,299.30		60,316.80	60,316.80
326-1945	1	SOS -2601-004	70.00	750.04	750.04	85.80	643.53	70.00
>426-1919	1	SOS -2601-004	7,650.00	7,643.67	7,643.67	100.00	7,643.67	7,643.67
		PROJ TOTALS	7,720.00	8,393.71	8,393.71		8,287.20	7,713.67
>326-1017	3*	SOS -2601-006	5,885.40	7,036.92	6,859.44	85.80	5,885.40	5,885.40
>426-1018	3*	SOS -2601-006	2,202.37	2,393.92	2,566.87	85.80	2,202.37	2,202.37
326-1942	1*	SOS -2601-006				100.00		
>426-1921	1*	SOS -2601-006						
		PROJ TOTALS	8,087.77	9,430.84	9,426.31		8,087.77	8,087.77
326-1011	1	SOS -2601-007	23,643.00	31,190.68	31,021.27	85.77	26,606.94	23,643.00
>426-1013	1	SOS -2601-007	6,469.00	5,084.34	5,084.34	100.00	5,084.34	5,084.34
326-1948	1	SOS -2601-007	1,534.00	2,338.78	2,338.78	85.80	2,006.67	1,534.00
>426-1922	1	SOS -2601-007	2,754.00	2,663.49	2,663.49	100.00	2,663.49	2,663.49
		PROJ TOTALS	34,400.00	41,277.29	41,107.88		36,361.44	32,924.83
326-1944	1	SOS -2602-001	1,773.00	4,792.84	4,792.84	85.80	4,112.26	1,773.00
>326-1036	1	SOS -2602-002	120,055.00	152,488.00	151,025.48	88.15	133,128.96	120,055.00
326-1938	1	SOS -2602-002	3,861.00	7,331.41	7,331.41	85.80	6,290.35	3,861.00
		PROJ TOTALS	123,916.00	159,819.41	158,356.89		139,419.31	123,916.00
227-1095	1	SOS -2700-001	196,140.00	179,236.55	178,729.75	85.77	153,296.51	153,296.51
227-1960	1	SOS -2700-001	18,860.00	25,241.37	24,928.79	85.77	21,381.42	18,860.00
		PROJ TOTALS	215,000.00	204,477.92	203,658.54		174,677.93	172,156.51
>228-1056	1*	SOS -2800-001	1,235.00	19,861.59	1,400.54	88.18	1,235.00	1,235.00
228-1958	1*	SOS -2800-001	7,719.00	9,094.64	8,996.50	85.80	7,719.00	7,719.00
		PROJ TOTALS	8,954.00	28,956.23	10,397.04		8,954.00	8,954.00

OREGON STATE HIGHWAY DEPARTMENT 12/29/82
FHWA BILLING VOUCHER PAGE 156

REEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
,400.00	4,342.99	4,342.99	100.00	4,342.99	4,342.99		
,238.00	217,636.94	217,546.68		139,116.67	138,911.55	205.12	
,882.50	55,010.03	54,641.61	85.80	46,882.50	46,882.50		
,817.24	5,063.53	5,614.50	85.80	4,817.24	4,817.24		
,699.74	60,073.56	60,256.11		51,699.74	51,699.74		
,747.12	65,746.71	64,973.33	85.80	55,747.12	55,747.12		
,569.68	4,766.74	5,325.97	85.80	4,569.68	4,569.68		
,316.80	70,513.45	70,299.30	100.00	60,316.80	60,316.80		
70.00	750.04	750.04	85.80	643.53	70.00	573.53 B	
,650.00	7,643.67	7,643.67	100.00	7,643.67	7,643.67		
,720.00	8,393.71	8,393.71		8,287.20	7,713.67	573.53	
,885.40	7,036.92	6,859.44	85.80	5,885.40	5,885.40		
,202.37	2,393.92	2,566.87	85.80	2,202.37	2,202.37		
,087.77	9,430.84	9,426.31	100.00	8,087.77	8,087.77		
,643.00	31,190.68	31,021.27	85.77	26,606.94	23,643.00	2,963.94 B	
,469.00	5,084.34	5,084.34	100.00	5,084.34	5,084.34		
,534.00	2,338.78	2,338.78	85.80	2,006.67	1,534.00	472.67 B	
,754.00	2,663.49	2,663.49	100.00	2,663.49	2,663.49		
,400.00	41,277.29	41,107.88		36,361.44	32,924.83	3,436.61	
,773.00	4,792.84	4,792.84	85.80	4,112.26	1,773.00	2,339.26 B	
,055.00	152,488.00	151,025.48	88.15	133,128.96	120,055.00	13,073.96 B	
,861.00	7,331.41	7,331.41	85.80	6,290.35	3,861.00	2,429.35 B	
,916.00	159,819.41	158,356.89		139,419.31	123,916.00	15,503.31	
,140.00	179,236.55	178,729.75	85.77	153,296.51	153,296.51		
860.00	25,241.37	24,928.79	85.77	21,381.42	18,860.00	2,521.42 B	
000.00	204,477.92	203,658.54		174,677.93	172,156.51	2,521.42	
,235.00	19,861.59	1,400.54	88.18	1,235.00	1,235.00		
719.00	9,094.64	8,996.50	85.80	7,719.00	7,719.00		
954.00	28,956.23	10,397.04		8,954.00	8,954.00		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — NOVEMBER 1982

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH		FISCAL YEAR TO DATE
	324	1999	296	00	N	9	9,332.54CR		29,088.97CR
	324	1999	298	00	N	9	1,132.54		20,888.97
	324	1999	901	00	P	1	187.78		10,069.92
	324	1999	901	00	N	1			100.00
	324	1999	905	00	P	1	1,748 41		1,748.41
	324	1999	906	00	P	1			29.00
	324	1999	907	00	P	1	953.41		6,123.13
	324	1999	909	00	P	1	2,759.15		2,805.54
	324	1999	910	00	P	1	292.70		2,827.99
	324	1999	913	00	P	1	38.67		2,446.54
	324	1999	918	00	P	1	4.20		12.60
	324	1999	920	00	P	1			44.29
			TOT	P1			5,984.32		26,107.42
			TOT	N1					100.00
			** JOB TOTALS **				5,984.32	**	26,207.42 **
WILLOW CR (MORGAN ST) BRIDGE CONT NO			FA PROJ NOS OS 2501001 100						
	325	1954	906	00	P	1			20.75CR
	325	1954	906	00	N	1			20.75
	325	1954	909	00	P	1			
	325	1954	910	00	P	1			
	325	1954	924	00	P	1			
			TOT	P1					20.75CR
			TOT	N1					20.75
			** JOB TOTALS **					**	**
WILLOW CRK BR(HEPPNER)MORGAN CONT NO			* FA PROJ NOS OS 2501001 100						
	325	1956	296	00	N	9			
	325	1956	297	00	N	9			
	325	1956	298	00	N	9			
	325	1956	901	00	P	1			
	325	1956	904	00	P	1			303.45CR
	325	1956	905	00	P	1			6.61
	325	1956	905	00	N	1		04CR	275.82CR
	325	1956	906	00	P	1		04	225.54
	325	1956	906	00	N	1			
	325	1956	910	00	P	1			123.76CR
	325	1956	914	00	P	1			123.76
	325	1956	914	00	N	1			130.90CR
	325	1956	920	00	P	1			99.00
	325	1956	920	00	N	1			644.26CR
	325	1956	921	00	P	1			
	325	1956	923	00	P	1			
	325	1956	926	00	P	1			
			TOT	P1				04CR	1,478.19CR
			TOT	N1				04	454.91
			** JOB TOTALS **					**	1,023.28CR**

EFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
					9,332.54CR	29,088.97CR	31,543.45CR
1999	296	00	N	9	1,132.54	20,888.97	23,343.45
1999	298	00	P	1	187.78	10,069.92	16,865.06
1999	901	00	N	1		100.00	153.56
1999	901	00	P	1	1,748.41	1,748.41	1,748.41
1999	905	00	P	1		29.00	29.00
1999	906	00	P	1	953.41	6,123.13	6,123.13
1999	907	00	P	1	2,759.15	2,805.54	2,805.54
1999	909	00	P	1	292.70	2,827.99	2,827.99
1999	910	00	P	1	38.67	2,446.54	2,754.69
1999	913	00	P	1	4.20	12.60	14.25
1999	918	00	P	1		44.29	235.18
1999	920	00	P	1			33,403.25
	TOT	P1			5,984.32	26,107.42	153.56
	TOT	N1				100.00	33,556.81 **
	** JOB TOTALS **				5,984.32 **	26,207.42 **	

STATE

	FA PROJ NOS OS	2501001	100				
1954	906	00	P	1		20.75CR	15.80
1954	906	00	N	1		20.75	20.75
1954	909	00	P	1			78.10CR
1954	910	00	P	1			43.48
1954	924	00	P	1			18.82
	TOT	P1				20.75CR	
	TOT	N1				20.75	20.75
	** JOB TOTALS **				**	**	20.75 **

STATE

	* FA PROJ NOS OS	2501001	100				
1956	296	00	N	9			12,996.00CR
1956	297	00	N	9			2,050.00
1956	298	00	P	1			10,946.00
1956	901	00	P	1			303.62
1956	904	00	P	1		303.45CR	7,723.39
1956	905	00	N	1		6.61	1,265.70
1956	905	00	P	1	.04CR	275.82CR	6.61
1956	906	00	N	1	.04	225.54	1,274.82
1956	906	00	P	1			225.54
1956	910	00	P	1		123.76CR	109.72
1956	914	00	P	1		123.76	3.89
1956	914	00	N	1		130.90CR	123.76
1956	920	00	P	1		99.00	65.00
1956	920	00	N	1		644.26CR	99.00
1956	921	00	P	1			1,503.58
1956	923	00	P	1			116.71
1956	926	00	P	1			391.15
	TOT	P1			.04CR	1,478.19CR	12,757.58
	TOT	N1			.04	454.91	454.91
	** JOB TOTALS **				**	1,023.28CR**	13,212.49 **

78417

STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Department of Transportation

DATE: April 28, 1982

FROM: Timothy Wood TW
Assistant Attorney General

NOTED
W. E. SCHWARTZ

SUBJECT: Coats Construction Co. v. DOT/City of Heppner
No. L-8009

Attached please find a copy of the mutual releases in the Coats v. City of Heppner/State of Oregon, Department of Transportation case. You will see that the parties were able to reach some sort of "amicable" agreement. I have not talked to the attorney for the City of Heppner as to what the "amicable" settlement cost.

I would ask that you present both the original and a copy to whoever the responsible official would be that would sign the release.

As soon as it is signed, send it on to Bill Kuhn, P.O. Box 428, Heppner, Oregon 97836, with a copy to this office.

Thank you very much for your cooperationl in this matter.

TW:mj
enclosures

CE	RECEIVED		DA
CAE			
FOE	APR 20 1982		C
OCS			TC
SCS	CONSTRUCTION SECTION		FE
EEO			CP

4-28-82
copies (2) of Release were signed by W.E. Schwartz and forwarded to Bill Kuhn.
I understand the settlement figure was $2,500.00.

Info	FOR	REFER TO	RECEIVED STATE HWY ENGR
Haves		B. Hecker	APR 29 '82
R/D			
D/R			
Sign			
Act			
File			

5/3/82 Original to B. Hecker

25-1387

MUTUAL RELEASE

AGREEMENT is made as of this _____ day of April, 1982, by and between Douglas S. Coats Construction Company, Inc., and the City of Heppner, A subdivision of the State of Oregon and State of Oregon, Department of Transportation, Highway Division.

WITNESSETH:

The above parties hereby mutually release and acquit one another and their respective agents, employees, successors and assigns from any and all claims, demands, costs, attorney's fees, liability, claims for contribution, claims for indemnity, claims for breach of contract arising from or in any way related to a contract entered into between Coats Construction and the State of Oregon on or about November 24, 1978 for construction of a bridge over Willow Creek (Morgan Street) located in Heppner, Oregon, contract No. 8847.

It is also expressly understood and agreed that this release particularly includes and is in full satisfaction of, but is in no way limited to, those claims and matters alleged against the parties released herein set forth in the Circuit Court of the State of Oregon for Morrow County captioned as follows:

OREGON CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MORROW

DOUGLAS S. COATS CONSTRUCTION, INC., an Oregon Corporation,	)	
Plaintiff,	)	No. 6750
vs.	)	
STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a department and agency of the State of Oregon, AND CITY OF HEPPNER, a municipal corpooration and public authority in the State of Oregon,	)	
Defendants.	)	

1982, by and between Douglas S. Coats Construction Company, Inc., and the City of Heppner, A subdivision of the State of Oregon and State of Oregon, Department of Transportation, Highway Division.

WITNESSETH:

The above parties hereby mutually release and acquit one another and their respective agents, employees, successors and assigns from any and all claims, demands, costs, attorney's fees, liability, claims for contribution, claims for indemnity, claims for breach of contract arising from or in any way related to a contract entered into between Coats Construction and the State of Oregon on or about November 24, 1978 for construction of a bridge over Willow Creek (Morgan Street) located in Heppner, Oregon, contract No. 8847.

It is also expressly understood and agreed that this release particularly includes and is in full satisfaction of, but is in no way limited to, those claims and matters alleged against the parties released herein set forth in the Circuit Court of the State of Oregon for Morrow County captioned as follows:

OREGON CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MORROW

DOUGLAS S. COATS CONSTRUCTION, INC., an Oregon Corporation, Plaintiff, vs. STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a department and agency of the State of Oregon, AND CITY OF HEPPNER, a municipal corpooration and public authority in the State of Oregon, Defendants.	)	No. 6750

The parties hereto declare and represent that they fully understand the terms of this settlement and voluntarily agree to the aforesaid payment as settlement for the purpose of making a full compromise, adjustment, and settlement of any claims any of the undersigned may have against one another and the persons and corporations released hereby.

It is further understood and agreed that this settlement is in compromise of doubtful and disputed claims and that neither the payment nor release hereby is to be construed as an admission of liability on the part of any party hereinbefore named by whom liability is expressly denied. This release contains the entire agreement between the parties hereto and the terms of this release are contractual and not a mere recital.

The undersigned further state that they have carefully read the foregoing release, know the contents thereof, and that they sign the same as their own free act.

Douglas S. Coats Construction, Inc.

By: Douglas S. Coats

Title: President

(Corporate Seal)

City of Heppner

By: _____

Clifford Green, Mayor

ATTEST: _____

Marshall Lovgren, City Recorder

State of Oregon, Department of Transportation, Highway Division

By: _____

full compromise, adjustment, and settlement of any claims any of the undersigned may have against one another and the persons and corporations released hereby.

It is further understood and agreed that this settlement is in compromise of doubtful and disputed claims and that neither the payment nor release hereby is to be construed as an admission of liability on the part of any party hereinbefore named by whom liability is expressly denied. This release contains the entire agreement between the parties hereto and the terms of this release are contractual and not a mere recital.

The undersigned further state that they have carefully read the foregoing release, know the contents thereof, and that they sign the same as their own free act.

Douglas S. Coats Construction, Inc.

By: Douglas S. Coats

Title: President

(Corporate Seal)

City of Heppner

By: _____

Clifford Green, Mayor

ATTEST: _____

Marshall Lovgren, City Recorder

State of Oregon, Department of Transportation, Highway Division

By: _____

Title: _____

8847

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-19-81

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8847 6/22

RECEIVED
STATE HWY ENGR
JUN 22 '81

REFER TO
to Keasey
FOR

Init.	Issues	R/D	D/R	Sign	Act	File

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.* (1 orig to)

1. PROJECT NO.	2. COUNTY	3. STATE
OS-2501(1)	Morrow	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, included construction of Bridge No. 16249 over Willow Creek. The bridge is 36.38 feet long and has a roadway width of 31.5 feet.

Work was completed June 15, 1979 on the Willow Creek (Morgan St.) Bridge in the City of Heppner.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Douglas S. Coats Construction	$ 87,200.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* A. Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
NA			X080	0.007

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	7-24-79

12. IN COMPANY WITH
Unaccompanied. Discussed with H. N. VanCleave, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B. Carter		16. SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 6-19-1981	17. TITLE Field Operations Engineer	18. DATE 6-19-81

FORM FR-33C
(Rev. 7-72) Previous editions of this form are obsolete

#5847

In the CIRCUIT Court of the State of Oregon

for the County of MORROW

& Sollis for appropriate action - 6/2/81 jv

DOUGLAS S. COATS CONSTRUCTION, INC., an Oregon corporation

Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a department and agency of the State of Oregon and CITY OF HEPPNER, etc.

Defendant

No. 6750

SUMMONS

To DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION OF OREGON, 135 Transportation Building, Salem *Defendant*

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and defend the complaint filed against you in the above entitled cause within 30 days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff.

If you have any questions, you should see an attorney immediately.

Johnson, Marceau, Karnopp & Petersen

/s/ Robert L. Nash

ROBERT L. NASH *of Attorneys . . . for Plaintiff*

STATE OF OREGON, County of Deschutes)ss. May, 19 81

I, Robert L. Nash, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Robert L. Nash

ROBERT L. NASH *of Attorneys for Plaintiff*

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant . . . Director of the Department of Transportation Highway Division, State of Oregon

ROBERT L. NASH *of Attorneys for Plaintiff*

cc Coulter 6/9/81 jv

NOTED
F. B. KLABOE

JOHNSON, MARCEAU, KARNOPP & PETERSEN
835 N.W. BOND STREET • BEND, OREGON 97701 • (503) 382-3011

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MORROW

DOUGLAS S. COATS CONSTRUCTION, INC., an Oregon corporation, Plaintiff, v. STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a department and agency of the State of Oregon, AND CITY OF HEPPNER, a municipal corporation and public authority in the State of Oregon, Defendants.	Case No. 6750 COMPLAINT

FOR A FIRST COUNT OF ITS CLAIM FOR RELIEF, Plaintiff alleges:

I

At all material times, plaintiff was and now is an Oregon corporation, defendant State of Oregon Department of Transportation, Highway Division was and now is a department and agency of the State of Oregon, and defendant City of Heppner was and now is a municipal corporation and public authority within the State of Oregon.

II

On or about November 24, 1978, plaintiff and defendant State Highway Division entered into a contract No. 8847, dated November 24, 1978, for the construction by plaintiff of the Willow Creek (Morgan Street, Heppner) Bridge, and under which defendant State Highway Division agreed to pay

JOHNSON, MARCEAU, KARNOPP & PETERSEN
ATTORNEYS AT LAW
915 N.W. BOND STREET
BEND, OREGON 97701
(503) 382-3011

plaintiff the amount earned for such work. A true copy of the described contract is attached hereto, marked Exhibit "A" as a part hereof. Plaintiff has performed all required conditions of such contract.

III

On or about August 18, 1975, defendant State Highway Division and defendant City of Heppner entered into a construction finance agreement for the purpose of financing construction of the Willow Creek-Morgan Street Bridge. A true copy of the described construction finance agreement is attached hereto, marked Exhibit "B" as a part hereof. Pursuant to the described construction finance agreement, defendants designated agents and engineers to monitor, supervise and direct plaintiff's construction work and to approve plaintiff's billings. Plaintiff is a third party beneficiary of the construction finance agreement.

IV

During the course of construction of the bridge, an old clay pipe sewer line was uncovered and was found to be in a damaged, deteriorated and leaking condition, beyond repair, and such condition was unforeseen and unanticipated by any of the parties until such time as the line was uncovered. By reason of the deteriorated condition of the old sewer line, and the hazards it posed to workmen engaged in the construction project, defendants directed and authorized plaintiff to remove and replace the old sewer line as an

JOHNSON, MARCEAU, KARNOPP & PETERSEN
ATTORNEYS AT LAW
830 S.W. BOND STREET

extra cost item over and above the work called for in the original construction contract.

V

Pursuant to such direction and authorization, and at all times under the direction, control and supervision of defendant's agents, plaintiff removed and replaced the old sewer line and incurred the following extra costs:

9.5 CY Concrete @ $45.95	$ 436.53
8" plastic pipe	91.60
Freight	80.00
SUB-TOTAL	$ 608.13
15% mark up	91.22
SUB-TOTAL	$ 699.35
Labor	$ 4,307.03
TOTAL	$ 5,006.38

The foregoing amounts are reasonable and were necessarily incurred in plaintiff's performance of the extra work required to remove and replace the old sewer line.

VI

On or about July 13, 1979, plaintiff submitted a notice and documented claim for extra compensation to defendants, followed by several additional notices and demands for payment. Despite plaintiff's demands, no part of plaintiff's claim for extra compensation has been paid, and there is now due and owing from defendants to plaintiff the sum of $5,006.38 plus interest there on at the rate of 9% per annum from and after October 29, 1979, the date on which payment was due on such sum.

JOHNSON, MARCEAU, KARNOPP & PETERSEN
ATTORNEYS AT LAW

VII

FOR A SECOND COUNT OF ITS CLAIM FOR RELIEF, plaintiff alleges:

VIII

Defendants have denied plaintiff's claim based upon the following section of the specifications for highway construction:

> "109.05 Claims for Extra Compensation and Notice - No claim shall be made by the contractor for any loss of anticipated profits because of any alterations or changes made pursuant to the provisions of subsections 104.02 and 109.04, nor by reason of any variation between the approximate quantities and the quantities of work as done. No allowance except as provided in subsection 104.02 will be made for any increased expense, loss of expected reimbursement or loss of anticipated profits suffered or claimed by the contractor resulting directly from such alterations or changes or resulting indirectly from unbalanced allocation among the contract items of overhead expense on the part of the contractor as a bidder and subsequent loss of expected reimbursements therefor or from any other cause.
>
> In the event any situation arises which, in the opinion of the contractor, entitles him or will entitle him to compensation additional to that which he will receive at the prices and on the basis of payment specifically set forth in the contract and in previously issued extra work orders, price agreements and supplemental agreements, the contractor shall notify the engineer of the situation and of his intention to make claim for such additional or extra compensation. The notice to the engineer shall be made in writing and shall be delivered before any of the extra expense to be claimed is incurred. The notice shall clearly set forth the conditions and the grounds on which the additional or extra compensation is to be claimed. If notice to the engineer is not thus given, or if the engineer is not afforded proper facilities by the contractor for keeping strict account of actual cost, then

JOHNSON, MARTEAU, KARNOPP & PETERSEN
ATTORNEYS AT LAW
835 N.W. BOND STREET
BEND, OREGON 97701
(503) 382-3011

> the contractor hereby agrees to waive the claim for such extra compensation. Such notice by the contractor, and the fact that the engineer has kept account of the cost as aforesaid, shall not in any way be construed as proving the validity of the claim.
>
> The requirements of this subsection 109.05 relating to notice of claims shall apply to claims for an allowance for changes or alterations in the plans, quantities or details of construction as described in subsections 104.02 and 109.04, as well as to claims for additional or extra compensation arising from any other situation which may occur."

VIII

Defendants have waived and are estopped from claiming the foregoing section as an excuse for nonpayment of plaintiff's claim for the reason that defendants were at all times notified and aware of the necessity for the extra work, defendants authorized, directed and approved the extra work, including the manner of replacing the old sewer line, the choice of materials for the new line, and other construction details. Defendants have been provided proper facilities by plaintiff for keeping strict account of the actual costs of the extra work. Defendants induced plaintiff to perform the extra work by assurance that plaintiff would be compensated therefore, with the intent that plaintiff would rely thereon, and plaintiff did rely on such assurances in performing the extra work.

WHEREFORE, plaintiff prays for judgment against defendants for the sum of $5006.38, interest thereon from

* * * * * * *

JOHNSON, MARCEAU, KARNOPP & PETERSEN
ATTORNEYS AT LAW

and after October 29, 1979, at the rate of 9% per annum until paid, plus plaintiff's costs and disbursements.

JOHNSON, MARCEAU, KARNOPP & PETERSEN

ROBERT L. NASH
Of Attorneys for Plaintiff

JOHNSON, MARCEAU, KARNOPP & PETERSEN
ATTORNEYS AT LAW
835 N.W. BOND STREET
BEND, OREGON 97701

OS-2501(1)
325-1065

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

CONTRACT AND BOND
FOR
HIGHWAY CONSTRUCTION

COUNTY MORROW

HIGHWAY CITY STREET (HEPPNER)

SECTION WILLOW CREEK (MORGAN STREET-HEPPNER) BRIDGE

KIND OF WORK STRUCTURE

CONTRACT NO. 8847

CONTRACTOR Douglas A Coats Construction

DATE OF AWARD NOV 24 1978

SPECIFIED COMPLETION: JUNE 30, 1979

START

Exhibit "A"

#8847

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 29, 1981

NOTED
H.S.COULTER

In Reply Refer to
File No.:

Johnson, Marceau, Karnopp & Petersen
Attorneys at Law
835 N.W. Bond Street
Bend, OR 97701

Attention: Robert L. Nash

Re: Contractor's Claim
Willow Creek (Morgan St., Heppner)
Bridge
Contract No. 8847

Gentlemen:

Following receipt of your letter of March 24, we have been in contact with the City of Heppner in an effort to find resolution to Mr. Coats' claim on the above project. We have not yet received their response. However, in our continuing review of this claim, we find that unfortunately we are precluded by the terms of the contract from making further efforts or making a settlement.

Enclosed is a copy of our letter of November 17, 1980 advising Mr. Coats that he would have to take legal action to recover his damages. On or about January 8, 1980, the final voucher certificate on this project was mailed to Mr. Coats. A copy of the notice of final payment is enclosed. In accord with the provisions of Section 109.15 of the contract Standard Specifications (copy enclosed) the claim has been waived and no payment can be made.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
W. E. Schwartz (Please advise the City of Heppner)
Jack Sollis

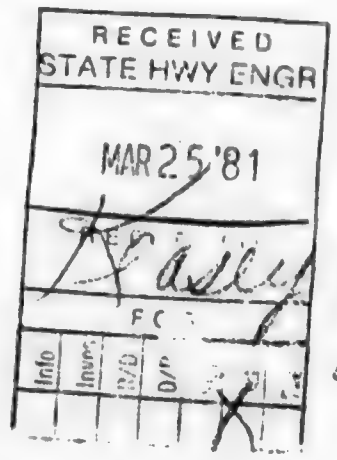
RECEIVED
STATE HWY ENGR
APR 30 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

#8247

JOHNSON, MARCEAU, KARNOPP & PETERSEN
ATTORNEYS
835 N.W. BOND STREET • BEND, OREGON 97701 • TELEPHONE (503) 382-3011

LYMAN C. JOHNSON
RONALD L. MARCEAU
DENNIS C. KARNOPP
C. MONTEE KENNEDY
ROBERT L. NASH
JAMES D. NOTEBOOM
JAMES E. PETERSEN
MARTIN E. HANSEN
HOWARD G. ARNETT



March 24, 1981

State Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

Attention: State Highway Engineer

Re: Contract No: 8847, Douglas S. Coats Construction
Morgan Street Bridge, Heppner
Morrow County

Gentlemen:

I represent Douglas S. Coats Construction on its claim for extra compensation owed for work performed under the above contract, entered into between Douglas S. Coats Construction and the State Highway Division on November 24, 1978.

In performing the necessary work for the abutments, an existing sewer line was uncovered. The clay pipe was of such condition that it had to be replaced with better material. PVC pipe encased in concrete was used to replace the sewer line.

The sewer line had been indicated on the plans, but neither the contractor nor the engineer were aware of its deteriorated condition until it was uncovered. The problems encountered in working around the clay pipe, with it leaking and breaking, caused considerable extra time to the contractor in shoring, pumping and diverting the flow. The cost of the PVC pipe, concrete and the labor to install the pipe, and the extra work caused by the problems with the clay pipe, is an additional cost under the contract. The engineer representing the City of Heppner, Stephen C. Anderson, P.E., was aware of the situation at all times and was involved in directing the replacement of the sewer line, the choice of materials, etc.

Enclosed by way of background are copies of letters from my client to Stephen Anderson dated July 13, 1979, July 27, 1979, October 29, 1979 and May 16, 1980. Also enclosed are copies

of letters from Stephen Anderson to my client dated July 23, 1979 and September 10, 1979, and letters from Stephen Anderson to the State Highway Division and Heppner City Council, respectively, dated November 6, 1979 and May 20, 1980. Finally, enclosed is a copy of a November 17, 1980 letter from R. D. Hector, State Highway Division Regional Construction Engineer, to my client. The enclosed correspondence explains the background and nature of the claim, and the lack of any satisfactory response from the City of Heppner. The enclosed correspondence also documents the amount of the claim, totalling $5,006.38.

There does not appear to be any real dispute over the fact that the replacement of the old sewer line was necessary extra work which Douglas S. Coats Construction was required and authorized to perform, and for which it should be paid. The dispute is apparently over the question of who should pay for the extra work. Mr. Hector has advised me that the project was financed with federal and local funds. However, the contract was entered into between Douglas S. Coats Construction and the State Highway Division, and the contract specifies that the State Highway Division ". . . agrees to pay the said contractor the amount earned. . .". Doug Coats is not in privity of contract with the City of Heppner, and his legal remedy under the contract will be against the State of Oregon, if legal remedies become necessary.

Considerable time has elapsed since the claim was first presented, and Mr. Coats has referred the matter to me for legal action unless the claim can be speedily resolved.

Please review the matter and let me know if the Highway Division will pay this claim. Please feel free to call if you should need any further information on the claim.

I would appreciate hearing from you within 14 days.

Thank you.

Very truly yours,

ROBERT L. NASH

RLN:rb

cc: David Frohnmayer, Attorney General

Douglas S. Coats

anderson perry

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

May 20, 1980
Job No. 20-00

Mayor and City Council
City of Heppner
P.O. Box 756
Heppner, Oregon 97836

RE: Willow Creek (Morgan Street - Heppner) Bridge

Gentlemen:

I received your letter of May 7 indicating that you had unanimously voted to deny our request for Amendment No. 2 to the Engineering Agreement for the Morgan Street Bridge covering additional costs for testing done by the State. However, I would like the Council to reconsider this Amendment. If the matter cannot be handled in the manner in which it was presented, and if the State continues to pursue their claim for the services with our firm, we will be forced to pursue a claim to the City for the services since they were beyond the scope of the services described in our Engineering Agreement.

Enclosed for your review is a copy of a letter dated May 16, 1980 from Douglas S. Coats Construction concerning their claim for extra work on the bridge. The contractor has requested that a claim be submitted to the Claims Review Board at the State Highway Department in Salem. I will be happy to submit this claim on behalf of the City to the Claims Review Board if so directed by the City. However, I feel that the City Attorney should review this matter thoroughly before passing it on to the State Highway Department. If it is passed on to the Claims Review Board, it is my feeling that the contractor will probably receive some additional compensation as determined by the Board, and this decision by the Board will be binding on the City. If you have any questions on this matter, I would advise you to contact the State Highway Division directly.

engineering • surveying • materials testing

P.O. Box 1107
La Grande, Ore.
97850
(503) 963-8309

P.O. Box 365
Walla Walla, Wash.
99362
(509) 529-9260

P.O. Box 268
Enterprise, Ore.
97828
(503) 426-4085

P.O. Box 538
John Day, Ore.
97845
(503) 575-0660

If the matter is carried to the Claims Review Board of the Oregon State Highway Divison, I would expect the City to compensate our firm for this additional work. I will be happy to continue to represent the City in the matter so long as the City were willing to provide the additional compensation necessary to cover our work. However, I do not feel it is my responsibility to continue to represent the City in this matter if the Council simply makes blanket denials to the contractor, and the matter continues to remain unresolved.

I would also like you to reconsider your decision on Amendment No. 2 covering the additional testing services provided by the Oregon State Highway Division. If you have any questions, please contact me.

Very truly yours,

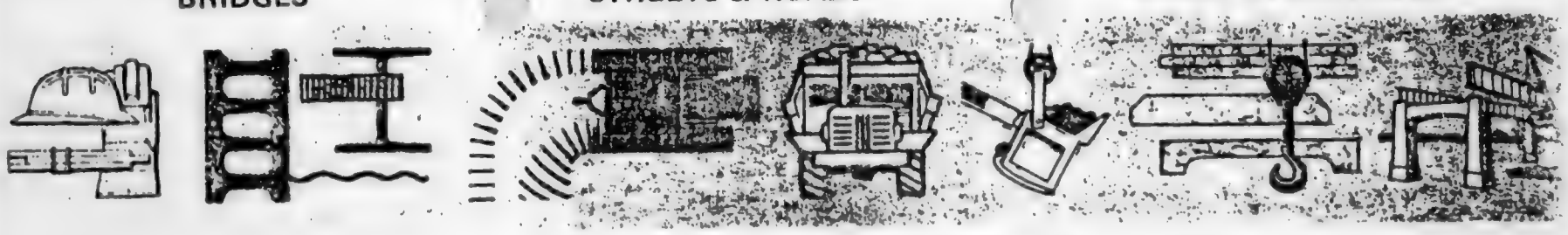
Stephen C. Anderson, P.E.

SCA/kl

Enclosure (1)

cc: Douglas S. Coats Construction
O.S.H.D. - Mr. Bud Van Cleave
O.S.H.D. - Mr. Roger Lang
Abrams & Kuhn
File: 20-00-02

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

May 16, 1980

Anderson Perry & Associates
P O Box 1107
La Grande, Oregon 97850

Re: Notice of Claim, Contract 8847

Dear Mr. Anderson:

On July 13, 1979 we filed a claim for extra work in connection with the sewer line for Morgan Street Bridge, Contract #8847.

Our last correspondence about this matter is dated March 26, 1980.

In view of the time that has passed with no action being taken on this, we are requesting that this claim be submitted to the claims review board at The State Highway Department in Salem.

Further we are requesting that interest be paid on this claim after September 13, 1979. It would seem that 60 days would have been ample time to have resolved this.

Sincerely,

Douglas S Coats

CC: H N Van Cleave
W E Schwartz, Regional Engineer

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC/TREAS.

November 6, 1979
Job No. 20-00

Oregon State Highway Division
1216 S.E. Byers Avenue
Pendleton, Oregon 97801

Attn: Mr. Bud Van Cleave

RE: Willow Creek (Morgan Street - Heppner) Bridge
Contract No. 8847

Dear Bud:

As you are aware, Douglas S. Coats Construction has filed a claim for additional compensation for work done on the sewer line for the project. I requested a detailed breakdown of the costs involved from the contractor. I recently received that information from him, and his costs have increased from the $3,679.55 originally claimed to $5,006.38.

In a discussion that I had with you several months ago, you suggested that after we had received a detailed breakdown of the costs from the contractor, a meeting be held to discuss the situation at your Regional Office in La Grande. I assume that you and I and a representative from the Regional Office would be at the meeting, and it would probably be best if a representative from the City were there also. This letter is written to request that you set up such a meeting at a convenient time so that a decision can be made as to how to proceed. La Grande would be a good place for such a meeting, but I would be happy to go to Heppner if necessary. Please let me know what you decide to do.

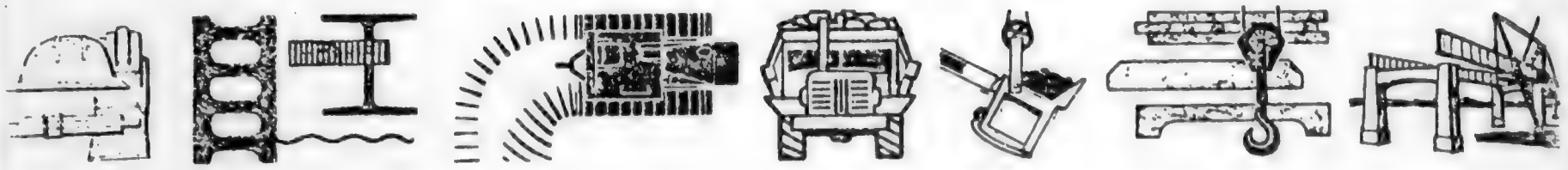
Very truly yours,

Stephen C. Anderson, P.E.

SCA/kl

cc: City of Heppner
Douglas S. Coats Construction
OSHD Regional Office - La Grande
File: 20-00-02

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

October 29, 1979

Anderson Perry & Associates, Inc.
P O Box 1107
La Grande, Oregon 97850

Re: Contract #8847 Morgan St. Bridge
Notice of Claim

Dear Mr. Anderson:

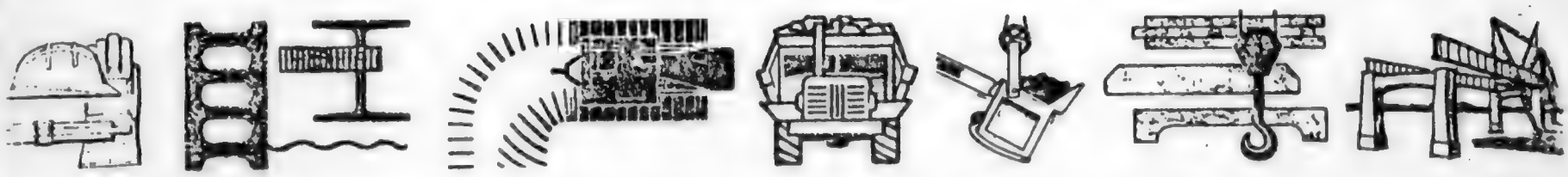
Our lack of submitting in writing our intentions of giving notice of claim does not automatically eliminate the possibility of compensation for extra work. The issue is this: The extra work was justified and the inspector had sufficient knowledge of the work that was being done to give an accounting of it.

You were aware of the problems encountered with the sewer pipe and our continual efforts to remedy the situation. On April 3, 1979, our daily job log quotes Steve Anderson as saying he thought the sewer line should be replaced and that he was going to talk to Doug regarding a price agreement.

After exposing the clay tile sewer pipe, by hand, it was discovered that its' condition was beyond repair. Deterioration had set in and the only thing to do was to replace it. Our job log for April 4, 1979 states: On a visit to the job by Doug Coats it was decided the sewer line in its' condition, at the time, was unsafe to work under and had to be replaced. Work on April 5th bore this out. As the concrete encased line was being removed it all fell in. This indicates that portions of the existing line wasn't replaced for our "our convenience", we had no choice.

On April 5, 1979, we placed, as a temporary measure, a 6" aluminum pipe as replacement for the sewer line. Then on April 9, we replaced the 6" with 8" plastic pipe that we had purchased. We did not use or install any pipe from the City of Heppner. We had looked at what they had, but before we could use it, more of the old line had broken in and the City then did not have enough material for us to use.

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

The work involved convered a wide time frame, as you know, and the labor was calculated by refering to our daily records and time cards, taking the time spent in repairing the line. The time used in calculating the extra work was the time involved in the repair and not the normal excavation and work to expose the line.

The concrete for encasing the line was 9½ c.y. of 5 sack concrete. The tickets are attached. The invoice for the 8" plastic sewer line is also attached. The freight cost is our cost of transporting the pipe from Bend to the jobsite. See attached sheet for labor summary.

Summary of our costs are as follows:

9½ CY Concrete @ 45.95	436.53
8" Plastic Pipe	.91.60
Freight	80.00
	608.13
15% Mark-up	91.22
	699.35
Labor (On attached Sheet)	4,307.03
Total:	5,006.38

This is our documentation for the work performed on the sewer pipe.

Please review this and if there are any questions contact this office.

Sincerely,

William "Skip" Farr

CC: City of Heppner
OSHD - Bud VanCleave, Pendleton
OSHD - Pat Schwartz, La Grande
OSHD - Construction Section, Salem

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

September 10, 1979
Job No. 20-00

Douglas S. Coats Construction Co.
P. O. Box 311
Bend, Oregon 97701

Re: Notice of Claim -- Contract 8847
Willow Creek (Morgan Street - Heppner) Bridge

Dear Mr. Coats:

In reference to your letter of July 27 in which a claim for repairing the sewer line is made, I cannot agree with your statement that "the failure in submitting a written notice of intent for extra compensation did not cause you inadequate time or facilities or notice of the work being done." At no time during the construction of the bridge did either Boyd Ables or I hear you or any of your employees imply or make statements to the effect that you expected additional compensation for the work being done in repairing the sewer line. In the contract documents it clearly states that you are responsible for maintaining the existing line, and it is our feeling that no compensation should be made for this work by you. The work on the sewer line was done over a period of several months, and with no single mention of a claim by you or any of your employees to our people, I cannot understand how you can say that we had adequate time or facilities to document work being done.

It would seem to me that if such a claim were justified, we should have been given some control in the decision making process over the work. It is true that we did indicate to your foreman what type of pipe would be acceptable if you should choose to remove portions of the existing line and replace them with new line "for your convenience." Also, at one time during the construction in order to expedite the work and avoid a second washout of a footing excavation, I did obtain some 8-inch PVC water pipe from the City of Heppner and the City did furnish it to you at no cost.

However, the reason that this was done was because the pipe was extra pipe the City had on hand, and you were in a bind. Your foreman made the final decision to use the pipe to replace the existing line, and this work was done strictly for your convenience and to speed up the construction. However, since the pipe installation that now exists is better than the old tile line and concrete encasement that was removed, the City may be willing to consider a contract change order to cover the cost of materials only. However, I cannot guarantee that the City of Heppner or the State Highway Division would honor such a change order.

If you wish to have us pursue this claim with the State, we will need additional documentation, including paid invoices for the sewer pipe, bills of lading for the freight, batch slips and paid invoices for the concrete, and wage certifications and documentation of the labor. Also, we will need a daily breakdown of work performed in order to verify this work with our daily reports. After we have received this information, I will personally meet with Mr. Pat Schwartz and Mr. Bud Van Cleave to further discuss your justification for such a claim.

Very truly yours,

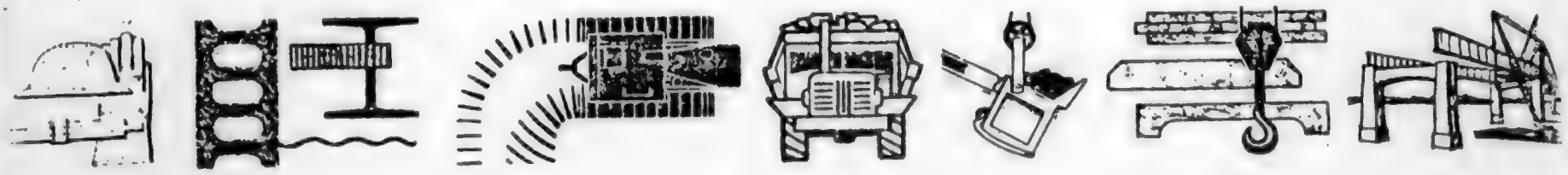
Stephen C. Anderson, P.E.

SCA/ncc

cc: City of Heppner
Oregon State Highway Division, Pendleton
Attn: Mr. Bud Van Cleave
Oregon State Highway Division, La Grande
Attn: Mr. Pat Schwartz
Oregon State Highway Division, Salem
Construction Section

On U. SIDE, WAS DUG BY HAND

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

July 27, 1979

Stephen Anderson
P O Box 1301
La Grande, Oregon 97850

Re: NOTICE OF CLAIM CONTRACT 8847
Willow Creek (Morgan St-Heppner)Bridge

Dear Mr. Anderson:

This letter is intended to re-emphasize our letter, dated July 13, 1979, for just compensation for work done to existing sewer line.

Your office was aware of the situation at all times and assisted in deciding what kind of replacement pipe would be necessary. The failure in submitting a written notice of intent for extra compensation did not cause you inadequate time or facilities or notice of the work being done.

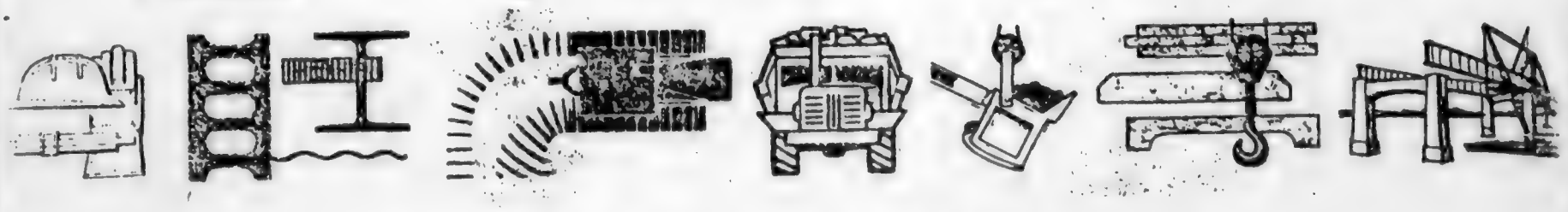
I am therefore submitting this claim for your action.

Respectfully,

Douglas S Coats

CC: City of Heppner
OSHD- Bud VanCleave, Pendleton
OSHD- Pat Schwartz, La Grande
OSHD- Construction Section, Salem

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

July 27, 1979

C L A I M

Contract 8847
Willow Creek (Morgan Street-Heppner) Bridge

REPAIRING SEWER LINE

8" PVC Sewer Pipe	99.55
Freight	80.00
Concrete-20 C.Y. @ 47.00	940.00
Labor-160 Hrs @ 16.00	2,560.00
TOTAL:	3,679.55

Douglas S Coats

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC/TREAS.

July 23, 1979
Job No. 20-00

Douglas S. Coats Construction
P.O. Box 311
Bend, Oregon 97701

Attn: Mr. Doug Coats

RE: Contract No. 8847 - Willow Creek (Morgan Street - Heppner) Bridge

Dear Doug:

I have received your letter dated July 13, 1979, concerning a request for a price agreement in the amount of $3,679.55 for extra costs involved in the sewer line across Willow Creek. After carefully reviewing the circumstances of the work and the past inspection reports, we have decided that this additional cost is not justified.

In Section 109.05, Claims for Extra Compensation and Notice, of the Standard Specifications for Highway Construction, it clearly states, "In the event any situation arises which, in the opinion of the contractor, entitles him or will entitle him to compensation additional to that which he will receive at the prices and on the basis of payments specifically set forth in the contract and in previously issued extra work orders, price agreements and supplemental agreements, the contractor shall notify the engineer of the situation and of his intention to make claim for such additional or extra compensation. The notice to the engineer shall be made in writing and shall be delivered before any of the extra expense to be claimed is incurred. The notice shall clearly set forth the conditions and the grounds of which the additional or extra compensation is to be claimed. If notice to the engineer is not thus given, or if the engineer is not afforded proper facilities by the contractor for keeping strict account for actual costs, then the contractor hereby agrees to waive the claim for such extra compensation."

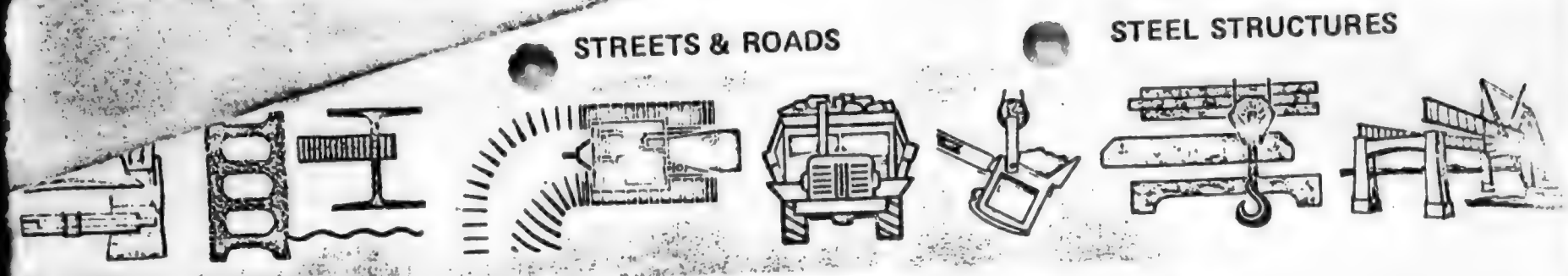
I hope you will understand our position in this situation. If you have any questions, please contact us.

Very truly yours,

Stephen C. Anderson, P.E.

SCA/ro

cc: Boyd Ables
City of Heppner
Oregon State Highway Division - Mr. Bud VanCleave, Pendleton
Oregon State Highway Division - Mr. Pat Schwartz, LaGrande
File: 20-00-02



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

July 13, 1979

RECEIVED
JUL 17 1979
RE RCE RME RDE
H. N. VAN CLEAVE
JUL 25 1979

Stephen Anderson
P O Box 1301
La Grande, Oregon 97850

Re: Price Agreement Contract #8847 Willow CreekRFA
(Morgan Street-Heppner(Bridge

RECEIVED
REGION 5 OFFICE

Dear Steve:

In performing the necessary work for the construction of the abutments, the existing sewer line was uncovered. The clay pipe was of such condition that it had to be replaced with better material, ie, PVC pipe encased in concrete.

Realizing the sewer line was indicated on the plans, we were aware of its location, but neither us or the engineer were aware of its condition until it was uncovered. After seeing the type and the condition the line was in, it was then decided to replace the uncovered sections with PVC and encase part of it with concrete.

The problems encountered with working around the clay pipe with it leaking and breaking caused us considerable extra time in shoring and pumping and diverting the flow.

The cost of the PVC pipe, concrete and the labor to install the pipe and work around and with the problems the clay pipe caused, is an additional cost to the contract. This expense is summarized as follows:

8" PVC Sewer Pipe	99.55
Freight	80.00
Concrete - 20 C.Y. @ 47.00	940.00
Labor - 160 Hrs @ 16.00 Hr.	25.60
TOTAL:	3,679.55

Please initiate a price agreement for this.

Sincerely,

Douglas S Coats

CC: Bud Van Cleave
W E Schwarz

WILLOW CR. (MORGAN St.) BR.
SOS - SCA PROJECT

Looking easterly along Morgan St.
surfacing by City.

1980

Looking westerly Along Morgan St.

- Two photos of bridge filed in Org 7- Br.- Willow Cr.

#8847

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

CON 5

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

November 17, 1980

Douglas S. Coats
P. O. Box 311
Bend, Oregon 97701

NOTED
H. S. COULTER

Dear Doug:

Re: Willow Creek (Morgan St.-Heppner) Bridge
Contract 8847
Claim

In order to get the matter of your claim on the Morgan Street bridge project off center, I have attempted to get the City of Heppner to take some action on the matter. They have refused to do so.

Since the contract that you have for this project is with the Highway Division, you have no contractual relationship with the City, but we do through our construction-finance agreement with the City of Heppner. Therefore, in order for you to recover for damages incurred, you would have to take legal action against the Division. Of course, the Division would then look to the City to live up to the provisions of our agreement with them.

Hopefully, this suggested action on your part will bring the entire matter to a satisfactory resolution.

Sincerely,

R. D. Hector
Region Construction Engineer

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RDH/vt
cc: C. T. Keasey
H. N. Van Cleave

Form 734-3123

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1580 8847

HIGHWAY DIVISION INVOICE

NO. 129886

DATE	BILLING REQ. NO.	OUR ORDER NO.
9-5-80	CA 7331	

CREDIT DISTRIBUTION

25-8204-594-632 2,308.93

362-03 230.89

ANDEPER

- Anderson-Perry and Assoc., Inc.
- P.O. Box 1107
- LaGrande, OR 97850
- Attn: Stephen C. Anderson

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Inspection of construction material by OSHD control testing Laboratory for Willow Creek (Morgan Street Bridge). Contract 8847.			$2,539.82

Hwdy

Advance Deposit Amount ..... $

Advance Deposit Previously Transferred to Highway Fund ..... $

Balance ..... $

Transfer to Highway Fund ..... $

Refund Due ..... $

Partial or final request for billing — partial

Number of the previous request in connection with this service. —

Amount Due . . . . . $ 2,539.82

Submitted by: R.S. Ponco

Approved: V.E. Aberg

SP*357

81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-28-80	CA 7331	

BILL TO: Code:

Anderson-Perry AND Assoc., INC.
P.O. Box 1107
LaGrande, OR. 97850
Attn: Stephen C Anderson

CREDIT DISTRIBUTION

25-8204-594-632 2,308.43

362-03 230.89

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Inspection of construction material by OSHD control testing Laboratory for Willow Creek (Morgan Street Bridge Contract 8847			

Advance Deposit Amount ..... $

Advance Deposit Previously Transferred to Highway Fund ..... $

Balance ..... $

Transfer to Highway Fund ..... $

Refund Due ..... $

Partial or final request for billing — partial

Number of the previous request in connection with this service.

Amount Due . . . . . $ 2,539.8[illegible]

Submitted by: R.S. Ponco

Approved: T.E. Berg

SP*357[illegible]

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COS

ORIGINATING SECTION OR CREW	DATE OF REQUEST	NAME AND NUMBER OF ORIGINAL DOCUMENT (I
H.N. VanCleave Resident Engineer Crew #080-36	May 2, 1980	
SEND ORIGINAL TO ACCOUNTING SECTION	DATE OF ORIGINAL TRANSACTION	VENDOR'S NAME

E OR IER NO.	DESCRIPTION	CHARGE PREFIX	FUNCTION	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNCTION	SUB FUNC	OB
	Anderson & Perry- Engring fees	025-8204-	900				2303	93	325-1065-	900		
												RE
												RFA
5-2-80	5/6/80 cc Benny Vaughan - When this has cleared Accounting all charges should be in and											RE
	Anderson-Perry may be billed. Prefix may be closed.											

Region 5 Office Manager

RECEIVED
MAY 08
ACCTG. CONTROL

8847

ON FOR THIS REQUEST:

Amount was billed to Anderson & Perry

TOTAL 2308 93

on Order to Render Service

PREPARED BY:

Willard E. Johnson

APPROVED:

H.N. VanCleave

34-1007 (Rev. 9/78)

ON

REQUEST FOR TRANSFER OF COST DISTRIBUTION

	DATE OF REQUEST	NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)
Crew #080-36	May 2, 1980	
CTION	DATE OF ORIGINAL TRANSACTION	VENDOR'S NAME

	CHARGE						CREDIT						
	PREFIX	FUNCTION	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	PREFIX	FUNCTION	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	CREW #
ees	025-8204-	900				2308 93	325-1065-	900				2308 93	

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA ☐

MAY 12 19[illegible]

RECEIVED
REGION 5 OFFICE

/- When this has cleared Accounting all charges should be in and Anderson-Perry may be billed. Prefix may be closed.

Shirley Scott
Region 5 Office Manager

RECEIVED
MAY 08 19[illegible]
ACCTG. CONTROL

& Perry	TOTAL	2308	93

	TOTAL	2308	93

PREPARED BY:

Willard E. Johnson III Officeman

APPROVED:

H.N. VanCleave Reg. Engr.

SP-70727

A-01

DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

ADMINISTRATIVE OBJECT SUMMARY

JULY 1980

		CURRENT MONTH	YR TO DATE
025 8204 00	ANDERSON PERRY&ASSOC-INSP MAT		
163	LUMP SUM ENGR COSTS	2,308.93	2,308.93
TOT		2,308.93	2,308.93

7331

DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

ADMINISTRATIVE OBJECT SUMMARY

JULY 1980

	CURRENT MONTH	YR TO DATE	BUDG. AMT.
ERSON PERRY&ASSOC-INSP MAT			
ENGR COSTS	2,308.93	2,308.93	
	2,308.93	2,308.93	

81

8847

Order to Render Service
(Or to Furnish Materials)

OREGON STATE HIGHWAY DIVISION

Party Requesting Service:

Anderson-Perry and Associates, Inc.

P.O. Box 1107, LaGrande, Oregon 97850

By: Stephen C. Anderson

President
(Official Capacity)

Order No. 580-13

Date April 4, 1980

Prefix and account number to which work is to be charged 95-8204-900

Description and Location of Work To Be Performed, Materials To Be Furnished; Location Survey or Contracting Service:

Inspection of construction material by OSHD Control Testing Laboratory for Willow Creek (Morgan Street) Bridge. Contract No. 8847

Estimate of Quantities and Cost, PE Estimate, Construction Estimate, Recommended Letting Date:

$2308.93

Basis of Payment:

- [X] Monthly payments
- [ ] Single payment on completion of work
- [ ] Other basis as follows:

Amount of advance deposit (if any) $

Deposit received by Secretary on

Authority from Requisitionist:

- [ ] Agreement dated
- [ ] Letter to , date
- [X] Oral request to Van Cleave, date April 1, 1980

Department Authority:

- [ ] Order of Highway Commission
- [ ] Order of State Highway Engineer
- [ ] Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing H.N. Van Cleave

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 5 Department

Signed

H.N. Van Cleave Res. Engineer

Instructions: Department head or staff engineer approving order will send original copy to Project Management for Prefix.

Project Management will send copies to interested region, resident and district engineers.

4/8/80 cc Anderson & Perry
Van Cleave

Form 734-3189 (Rev. 5-79)

SP*86131-734

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Willow Creek (Morgan St.) Bridge
Contract No. 8847
Laboratory Charges

Month		Type of Charge		Cost		
Jan. '79		Testing of Prestress Strand		$ 99.00		
		Equipment rental		23.66		
		Salary		577.46		
Feb. '79		Testing aggregate, admixture, cylinders		585.50		
		Salary		8.27		
April '79		Testing rebar,misc. steel		43.40		
		Salary (Ellis Jones)		34.09		
May '79		Testing tie rod		8.00		
		Salary (Krehbiel)		89.11		
		Salary		41.27		
		Misc. (krehbiel)		4.72		
June '79		Salary (Jones)		8.15		
		Equipment rental		30.24		
		Equipment rental (Krehbiel)		2.99		
		Salary		438.07		
Nov. '79		Testing cement		190.00		
Dec. '79		Testing galvanized rail		125.00		
			Total	$ 2308.93		

8847

DEPARTMENT OF JUSTICE

Memorandum

DATE: February 25, 1980

TO: Pat Schwartz
Region 5 Engineer

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

SUBJECT: Willow Creek Bridge - Heppner, Oregon
Douglas Coats Inc., contractor
Contract # 8847

When I was first contacted regarding the claim on this contract I was advised that it was a contract strictly between the State of Oregon and Coats Construction Company and did not realize that this was a job the State was doing for the City as an off system project.

It is my opinion that the claim cannot be paid without the concurrence of the City.

As I understand the situation the State's share of the project has been utilized and the City has a small contingency fund left of their moneys which would cover a portion of the claim.

I have discussed the matter with the attorney for the City (Mr. Kuhn) and they are presently attempting to work out a settlement with the contractor.

It would be my advice for the State to assist the City in any way that it can in resolving the claim and then follow the City's decision on whether or not it pays anything or the State pay.

JLS:sjb

cc: D. H. Moehring

PROJECT MANAGEMENT BRANCH
ASHE ☒ STE ☐
PLE ☐ RE ☐ PRE ☒
FEB 26 1980
REFERRED TO Hall
FOR _____
FILE: PM FA LG.

88417

Robert B. Abrams
William J. Kuhn

Abrams & Kuhn
Attorneys-At-Law
P.O. Box 428
Heppner, Oregon 97836

Telephone 676-9141

RE ☒ RCE ☒ RME ☒ ROE ☒
RFA ☒ JAN 14 1980 ☐

RECEIVED
REGION 5 OFFICE

January 10, 1980

Steve Anderson
Anderson -Perry Associates
P.O. Box 1107
LaGrande, OR 97850

Re: Claim of Douglas Coats, Inc., on Morgan Street Bridge

Dear Steve:

I contacted Mr. Jack Sollis of the Attorney General's office who does most of the counselling for the Highway Department. Mr. Sollis told me the contract is between the State of Oregon and Coats Construction only. He stated Mr. Coats has to go through the proper channels, as stated in the contract, before he is awarded any additional compensation. He told me at this time the City of Heppner has nothing to say about the distribution of any remaining contingency funds or with the handling of Mr. Coats' claim. I assume that the State will handle the situation in accordance with the contract under which the bid was awarded. I think that you properly evaluated the situation when you quoted to Mr. Coats Section 109.05 of the Standard Specifications of Highway Construction in your letter of July 23.

No! Not correct

COPY

At this point, the only thing the City of Heppner can do, according to the Attorney General's office, is let Mr. Coats pursue his administrative remedies. I ask that you and Mr. Van Cleave keep me posted of Mr. Coats' progress and if anything in this letter appears contrary to your understanding, please let me know. I am no expert in this area and have not dealt with construction claims under Federal Highway Grants. I did not ask the City Council for a decision at Monday's meeting regarding the contingency funds as, according to the Attorney General's office, it is a State matter.

Sincerely

ABRAMS & KUHN

William J. Kuhn

William J. Kuhn

WJK:m

cc: Mr. H. N. Van Cleave
Resident Engineer
Oregon State Highway Division
1216 SE Byers
Pendleton, Oregon 97801

Marshall Lovgren
City Administrator
City Hall
[illegible] 97836

Bob
Hal Reynoldson For your info
Bud
Jersey
Sollis
cy Steve Anderson
Van Cleave
1-14-80

RECEIVED
JAN 17
H. N. VAN CLEAVE

1-14-80
Called Sollis, advised him of const./finance Agreement wording, he backed down, asked me to advise City & Steve, Done. The City apparently has jurisdiction in this claim - Asked Kuhn to call Sollis for further info. — Roger —

8847

January 3, 1980

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

COS 5
Contract #8847

Gentlemen:

Contract No. 8847 awarded to Douglas S. Coats Construction for the Willow Creek (Morgan Street) Bridge in the City of Heppner in Morrow County was completed on June 15, 1979, and accepted by the State Highway Engineer on December 27, 1979.

Final payment in the amount of $4,446.13 will be released to the contractor after January 8, 1980. The total contract amount is $88,922.50 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8847

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments (DEPT.) 378-6594 (TELEPHONE) FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: December 26, 1979

FROM: R. D. Church for
C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8847, Work Completed June 15, 1979

Project Willow Creek (Morgan Street) Bridge

Highway City Street

County Morrow

Type of Work Structure

Contractor Douglas S. Coats Construction

Recommended Acceptance Date December 27, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 1-2-80

Surety Notified 1-3-80

FILED

8847

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION OF FEDERAL-AID PROJECT
CONSTRUCTED UNDER 23 U.S.C. 117

9-4-79

Contract 8847

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
OS-2501(1)	Morrow	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of a bridge 36.38' long and having a roadway width of 31.5' over Willow Creek on Morgan Street in the City of Heppner.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Douglas S. Coats Construction	$ 87,200.00

7. NOTICE OF COMPLETION: *The above listed project has been completed and is ready for final inspection.*

SIGNATURE *(SHA OFFICIAL)* Dave Canfield for C. T. Keasey

TITLE Assistant State Highway Engineer

8. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	9. DATE OF INSPECTION
David B. Carter, Area Engineer	9-24-79

10. IN COMPANY WITH

Unaccompanied

11. REMARKS

WILLOW CREEK (MORGAN STREET) BRIDGE
City Street

This project provided for the replacement of an existing bridge on Morgan Street across Willow Creek.

The project is complete and acceptance is recommended.

10-10
cf

RECEIVED
STATE HWY ENGR
OCT 10 '79
REFER TO
Keasey
FOR

Info	Invest.	R/D	D/R	Sign	Act	Ltr

12. SIGNATURE	13. TITLE	14. DATE
David B Carter David B. Carter	Area Engineer	10-4-79

Form FHWA-1446C
(Rev. 2-78)

EE 417

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Willow Creek (Morgan Street) Bridge	WEEK ENDING: 16 JUNE 79
		SECTION PREFIX: 325-1065
	HIGHWAY: City Street	COUNTY: Morrow
NAME OF JOB: Willow Creek Bridge	KIND OF WORK: Structure	
CONTRACTOR: Doug Coats Construction	CONTRACT NUMBER: 8847	FEDERAL AID PROJECT NUMBER: OS 2501 (1)
DATE OF CONTRACT: 24 November 78	DATE WORK STARTED: 21 February 79	ESTIMATED COMPLETION DATE: 30 JUNE 79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 30 June 79	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 101,103.50	ENGINEERING AUTHORIZATION: $ 8830	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $ 92,273.50	ENGINEERING COST TO DATE: $ 7499	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 101,103.50		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 85 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			- GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	—			
MONDAY 11	—			
TUESDAY 12	—			
WEDNESDAY 13	—			
THURSDAY 14	—			
FRIDAY 15	CLR WARM			
SATURDAY 16	—			

RECEIVED
JUN 22 1979
CONSTRUCTION BRANCH

Kjessy | Richards
Jeckmyn | Berg
Hopkins | Miles
Williams | Widmer
Johnson | Osbeven
Olson | Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	(1) CREW NOT ON THE JOB
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	FINAL INSPECTION CONDUCTED, FOUND FINISH CONCRETE WORK UNSATISFACTORY, OTHERWISE THE WORK LOOKED SATISFACTORY.
SATURDAY	

REMARKS

SIGNED Boyd Able LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5847- 12 22 78 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	...n Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 12-340		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Morrow
MODIFICATION NUMBER: 1		Project Number: OS-2501(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28 , 1977 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,280	$ 113,958
Federal funds	$ 7,238	$ 78,000
Other revisions		

This modification is made for the following reasons: Add construction phase and increase preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of December , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

~~By~~ xx For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 404

File

Oregon State Highway Division
Salem, Oregon, December 6, 1978

Federal-aid Project
No. OS-2501(1)

WILLOW CREEK (MORGAN ST.) BRIDGE
CITY STREET (HEPPNER)
MORROW COUNTY

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$14,000.00
Type Code X080			
Morgan St. Str. Br. #16249 (Sta. 1+51.50 to Sta. 1+90.50)			
Mobilization	All Required		$ 7,000.00
Bridge Removal Work	All Required		10,000.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structure Excavation	All Required		8,000.00
Structural Concrete, Class 3300 (135 c.y.)	All Required		24,300.00
4' x 35'/40' Prestressed Slabs	8 each	2,500.00	20,000.00
Reinforcement (23,600 lbs.)	All Required		9,200.00
Metal Rail with Tubing	75 lin.ft.	40.00	3,000.00
Guard Rail in Stockpile	All Required		1,700.00
			$87,200.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 100.00
			$ 100.00
	Subtotal		$87,300.00
	Engineering		12,658.00
	Total		$99,958.00

Length of Project - - - - 0.007 Mile

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 14,000	$10,946	$ 3,054
Structure	99,958	67,054	32,904
Total	$113,958	$78,000*	$35,958

*Not to exceed $78,000 in Federal Funds.

Group 1 - 100%
Contract No. 8847
Prefix: 325-1956
Prefix: 325-1065

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-27	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE: Oregon COUNTY: Morrow PROJECT NO.: OS-2501(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Morgan St. in Heppner

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)	1/27/76	0.011
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS: Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,280	$ 7,238

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By G T Hunter

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

for: G. L. Greer

Date executed by Division Engineer FEB 28 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon February 23, 1977

Federal Aid Project
No. OS-2501(1)

WILLOW CREEK (MORGAN ST.) BRIDGE SECTION

CITY STREET IN MORROW COUNTY

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering		
	All Required	$9,280.00
	TOTAL	$9,280.00

Length of Project - - - - - - - - - - - - - - - 0.011 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 9,280.00	$ 7,238.00	$ 2,042.00
Retain in PS&E			
Contract Work	90,720.00	70,762.00	19,958.00
TOTAL	$100,000.00	$78,000.00	$22,000.00

Group 1 - 100%

Prefix: 325-1956

Pro Rata: 78.19%

8147

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 8, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8847 for the Willow Creek (Morgan Street) Bridge in the City of Heppner in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Hartford Accident & Indemnity Co.
Surety Department
1620 Eastlake Avenue East
Seattle, WA 98102

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz

Stephen Anderson, Pres.
Anderson, Perry & Associates, Inc.
P. O. Box 1301
La Grande, OR 97850

8847

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-4-78	CC 1941	

CREDIT DISTRIBUTION

PE - 325-1956

Construction 325-1065

BILL TO: Code:

City of Heppner

City Hall

Heppner, Oregon 97836

Attn: Mr. Marshall Lovegren-City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the construction of the Willow Creek (Morgan St.) Br. OS-2501(1) Contract #8789 CC 1675 AD 515			

	SCA	$ 25,000.00
Advance Deposit Amount		$ 10,300.00
Advance Deposit Previously Transferred to Highway Fund		$ ~~22,950.00~~ 2,050.00
Balance		$ ~~12,350.00~~ 23,250.00
Transfer to Highway Fund		$ ~~4,350.00~~
Refund Due		$

Amount Due . . . . . $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:

Harold Reynolds

Harold Reynolds

Approved:

Harold Wimer

Gerald W. Wimer

SP*35736-734

#8847

November 24, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on November 21, 1978, accepted your proposal for the Willow Creek (Morgan Street) Bridge in the City of Heppner, Morrow County for the sum of $87,200 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Heppner and when the sum of $9,300 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8847.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Pacific Builder & Engineer, Inc., Seattle, WA
Daily Journal of Commerce, Seattle, WA & Portland

bbc: C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
SAIF
Fran

Stephen Anderson, President
Anderson, Perry & Associates, Inc.
P. O. Box 1301
La Grande, OR 97850

8847

November 17, 1978

City of Heppner
City Council
City Hall
Heppner, Oregon 97836

Attn: Marshall Lovegren
City Recorder

Gentlemen:

On November 16, 1978, a satisfactory bid was received from Douglas S. Coats Construction, P. O. Box 311, Bend, Oregon 97701, for the Willow Creek (Morgan St.) Bridge Section, SOS-2501(1).

This is an Off-System project and based upon the contractor's bid the City's advance deposit is as follows:

Bid Items	$87,800.00
Temp. Erosion Control	100.00
Install Stockpiled Guardrail	1,000.00
4½% Contingencies	3,973.50
10% Engineering	8,830.00
EST. TOTAL COST OF CONSTRUCTION	$101,103.50
Est. PE Costs	12,200.00
Est. Total Costs of Project	$113,303.50
Less Federal Funds	78,000.00
Less SCA Funds	25,000.00
	10,303.50
City advance deposit will be:	$ ~~9,303.50~~
by rounding:	~~$9,300.00~~ 10,300.00

Please make your check in the amount of ~~$9,300.00~~ 10,300.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 8, 1978.

Very truly yours,

for Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#535: Vern Skogg-Please return completed AD#535 when check is received.
Region 5 Federal Aid Engineer Roger Lang

8847

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 16, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Reports--
November Contract Letting

TO: E. S. Hunter, Technical Services Engineer
J. H. Versteeg, Head of Engineering

Attached are project noise study reports contained in the October letting schedule. These are:

Pacific Highway West at S.W. 53rd Avenue
Barbur Boulevard, Multnomah County

NOTED
E. S. HUNTER

Beaver Creek Bridge
Powers Highway, Coos County

Also within the October letting schedule are three projects covered by the Statewide Noise Study Report. These are:

West City Limits-Calvin Street and "E" Street-"H" Street
Columbia City, Columbia County

Thomas Creek (Devaney) Bridge
Linn County

Willow Creek (Morgan Street) Bridge
Heppner, Morrow County

No traffic noise abatement is proposed. The following construction time constraints are recommended for all projects.

No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, the following pile driving constraint is recommended for the Willow Creek Bridge and Beaver Creek Bridge projects.

No pile driving operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

RECEIVED
TRAFFIC SERVICE
OCT 17'78
REFER TO
FOR

It is concluded that the noise reduction benefits to be derived from implementing these recommendations could outweigh any inconvenience to construction. The piledriving and construction time constraints are consistent with our Statewide Noise Study Report.

Your approval is requested.

GAP:TP:ss

Attachments

Section _____ Programming Estimate $ _____

Highway 8847 CITY STREET Project Length _____

County MORROW Completion Time 180 Cal. Days

Kind of Work STRUCTURE

Prefix 325-1856 FA Project No. OS - 2501(1)

ROUTING SLIP Date: 10/13/78

DEPARTMENT OF TRANSPORTATION

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Maintenance	Technical Services Engineer
Construction	Materials & Research	Traffic Support Services
Data Processing (Transp. Bldg.)	Motor Vehicles	Transportation Policy & Program Development
Employee Development	Organization & Manpower Services	Travel Information
Engineering (Design)	Parks & Recreation	Utilities
Environmental	Permits & Weighmaster	Metropolitan
Equipment Shops & Storeroom	Personnel Operations	Region Number 5
Maintenance (DOT)	Photocopy	District Number
FHWA	Proj. Mgmt. & Operations Planning	

ATTENTION: Roger Lang

FROM: Project Mngt.

COMMENTS: Please inform the City. These PE charges only go thru August.

Form 731-0022 (1/78) SP*70504-734

CONSTRUCTION AUTHORIZATION

Contract Amount $ 89,120

100

$ 100

Misc. Permit Fees _____

_____ $ 89,220.-

Contingencies (4-1/2%) 4014.90

Engineering (10 %) 8922.-

SUBTOTAL $

Credit for _____

Estimated Net Authorization, Construction $ 102,156.90

Est. PE Costs 11,694.70

113,850.60

Less SCA funds - 25,000.00

Less Federal Funds 78,000.00

Est. City share $ 10,851.60

APPROVED

_____

Road Design Engineer

Estimate

Willow Creek (Morgan St.) Bridge
~~Grading, Paving and~~ Structure

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	Lump Sum	All	10% Lump Sum	$ 8000 !
2.	Bridge Removal Work	Lump Sum	All	Lump Sum	$ 4000 !
	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	4500 !
3.	Structure Excavation	Lump Sum	All	Lump Sum	6900 !
4.	Structural Concrete, Class 3300 (135 cy @ 210)	Lump Sum	All	Lump Sum	28350 !
5. 6.	4' x 35'/40' Prestressed Slabs	Each	8	2500 !	20,000 !
7.	Reinforcement (23,600 lb @ 0.45)	Lump Sum	All	Lump Sum	10,620 !
8.	Metal Rail with Tubing	Lin. Ft.	75	50 !	3750 !
9.	Guard Rail, ~~Type 21~~ in Stockpile	~~Lin. Ft.~~ Lump Sum	~~112~~ All		
~~10.~~	~~Guard Rail Anchors, Type 1~~	~~Each~~	~~4~~	Lump Sum	3000 ! -
~~11.~~	~~Rail End Pieces, Type C~~	~~Each~~	~~4~~		
~~12.~~					
	Total Amount of Bid				$ 89,120 !

WILLOW CR (MORGAN ST) BRIDGE CONT NO

325	1954	906	00	P	1			
325	1954	910	00	P	1			
325	1954	924	00	P	1			
		TOT		P	1			
		** JOB TOTALS **					**	**

WILLOW CRK BR(HEPPNER)MORGAN CONT NO # FA PROJ NOS OS SOI100 100

325	1956	296	00	N	9			
325	1956	297	00	N	9			
325	1956	298	00	N	9			
325	1956	901	00	P	1	Field		
325	1956	904	00	P	1	Consultant	143.39	143.39

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1978

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH		FISCAL YEAR TO DATE	
	325	1956	905	00	P	1	Final Design		
	325	1956	906	00	P	1	Bridge Design		50.28
	325	1956	910	00	P	1	Soils		
	325	1956	914	00	P	1	Utility		
	325	1956	920	00	P	1	Programs & Planning		31.90
	325	1956	921	00	P	1	Spec's	95.90	103.95
	325	1956	923	00	P	1	Environmental Foundations		
	325	1956	926	00	P	1			
			TOT		P	1		239.29	329.52
			** JOB TOTALS **					239.29 **	329.52 **

BARRETT BLVD HEPPNER CONT NO # FA PROJ NOS SRS 00S104 100

325	1959	295	00	N	9			22.98
325	1959	296	00	N	9			24.06CR
325	1959	298	00	N	9			1.08
325	1959	905	00	P	1		1.20CR	1.20CR
325	1959	905	00	N	1		1.20	1.20
325	1959	911	00	P	1			
325	1959	914	00	P	1			
325	1959	915	00	P	1			
325	1959	924	00	P	1			
		TOT		P	1		1.20CR	1.20CR
		TOT		N	1		1.20	1.20
		** JOB TOTALS **					**	**

POWELL BLV-FARISS RD(GRESHAM) CONT NO FA PROJ NOS XI 867001 100

326	1901	295	00	N	9		
326	1901	296	00	N	9	4,061.24CR	9,562.98CR
326	1901	298	00	N	9	4,061.24	9,562.98
326	1901	901	00	P	1	1,080.91	1,372.14
326	1901	902	00	P	1	227.86	676.93

5	1954	906	00	P	1				36.55	
5	1954	910	00	P	1				43.48	
5	1954	924	00	P	1				18.82	
5	1954	TOT	P1						98.85	
		** JOB TOTALS **					**	**	98.85	**

0		FA PROJ NOS	OS	SOTNOT	TOO				00	STATE
5	1956	296	00	N	9				9,071.10CR	
5	1956	297	00	N	9				2,050.00	
5	1956	298	00	N	9				7,021.10	
5	1956	901	00	P	1				303.62	
5	1956	904	00	P	1	Field Consultant	143.39	143.39	6,168.39	

	PREFIX		FUNCTION		GR	CURRENT MONTH		FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
325	1956	905	00	P	1	Final Design			1,259.09	
325	1956	906	00	P	1	Bridge Design		50.28	1,550.64	
325	1956	910	00	P	1	Soils			109.72	
325	1956	914	00	P	1	Utility			127.65	
325	1956	920	00	P	1	Programs & Planning		31.90	195.90	
325	1956	921	00	P	1	Specs	95.90	103.95	1,471.83	
325	1956	923	00	P	1	Erosion control &			116.71	
325	1956	926	00	P	1	Foundations			391.88	
		TOT	P1				239.29	329.52	11,694.70	
		** JOB TOTALS **					239.29 **	329.52 **	11,694.70	**

NO		FA PROJ NOS	SRS	OOS104	100				00	STATE
325	1959	295	00	N	9			22.98	22.98	
325	1959	296	00	N	9			24.06CR	230.86CR	
325	1959	298	00	N	9			1.08	207.88	
325	1959	905	00	P	1		1.20CR	1.20CR	66.63	
325	1959	906	00	N	1		1.20	1.20	1.20	
325	1959	911	00	P	1				8.70	
325	1959	914	00	P	1				4.06	
325	1959	915	00	P	1				146.00	
325	1959	924	00	P	1				4.39	
		TOT	PI				1.20CR	1.20CR	229.78	
		TOT	N1				1.20	1.20	1.20	
		** JOB TOTALS **					**	**	230.98	**

T NO		FA PROJ NOS	XI	867001	100				00	STATE
326	1901	295	00	N	9				25,410.00	
326	1901	296	00	N	9		4,061.24CR	9,562.98CR	55,969.06CR	
326	1901	298	00	N	9		4,061.24	9,562.98	30,559.06	
326	1901	901	00	P	1		1,080.91	2,372.14	13,863.18	
326	1901	902	00	P	1		227.85	676.93	3,739.53	

Section WILLOW CR (MORGAN ST) BR. Programming Estimate $

Highway CITY STREET Project Length

County MORROW Completion Time 180 Cal. Days

Kind of Work STRUCTURE

Prefix 325-1856 FA Project No. 05-2501(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 89120
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Install Water Meter		$ 1100
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Install Stockpiled Guard Rail	1000	
Misc. Permit Fees		
		$ 90220
Contingencies (4-1/2%)		4059.90
Engineering (10 %)		9027
[redacted]		$
Estimated Net Authorization, Construction		$ 103306.90

APPROVED

J K Worsley
Road Design Engineer

NOTED
D. O. Christensen

2247

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

September 8, 1978

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: Willow Cr. (Morgan St.) Bridge Sec.
City of Heppner
Project No. OS-2501 (1)

TO: W. J. Hart
Bridge Engineer

S A L E M

The City Council, at its regularly scheduled meeting on September 6, 1978, approved the revised project proposal calling for removal of the existing wood structure and construction of a reinforced pre-stressed concrete slab span structure. A copy of the letter from Marshall Lovegren is enclosed showing the City's action.

Under the scope of the revised proposal, the City will perform the required roadway work; close and barracade the street during construction; and erect any permanent signing that may be required. Utility relocations, sewer and water lines have been deleted.

Enclosed are one set of reduced drawings showing the requested revisions and one set of revised special provisions for your reference. Please note completion time is June 30, 1979.

The City has requested the project to be advertised for the October 6 bid letting, if at all possible. Your statement on September 7 indicated this would not be possible, but everything would be ready for the November 16 bid letting. I am advising the City by copy of this letter.

Please contact H. N. Van Cleave if any additional information is needed.

cc Ben Gifford—Reschedule for Row
cc E. S. Hunter
cc Hal Derstine
cc Jack Sullivan

RCL/vmt
Enc.
cc: Jerry Sweeney
Marshall Lovegren
Steve Anderson
Gerald Wimer
H. N. Van Cleave

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☑	FAE ☐	OPE ☐

SEP 11 1978

File: PM FA LG OP

TAA Reynolds

Share w/ Sullivan
Hart agrees w/above

9/11/78 {Altered plans and Specs hand carried to Sullivan + Sample

CITY OF HEPPNER
P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

September 7, 1978

Roger Lang
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Lang:

At the meeting of the Heppner City Council last night a motion was passed to proceed with your proposal on the Morgan Street Bridge Project.

I hope this will help expedite the project. Thank you.

Sincerely,

Marshall Lovgren

Marshall Lovgren, Recorder

RE RCE RME ROE RR

SEP 8 1978

RECEIVED
REGION 5 OFFICE

8847

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

August 10, 1978

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: Rejection of Bid
Willow Creek (Morgan St.) Bridge Sec.
Project No. OS-2501 (1)
City of Heppner

TO: Gerald Wimer
Manager, Local Government Section

S A L E M

Confirming my telephone message of August 8, 1978, enclosed is a copy of a letter received from the City of Heppner stating the Council's action on the low bid submitted by F. Hodgson & Sons for the Morgan St. Bridge.

Although the letter implies the Council wishes to cancell the project, it is my interpretation they wish to reject the bid because it is about $25,430 above the resources available. I feel the action taken was that of frustration because of esculating costs and the need to take some positive action towards making the bridge possible at any cost.

I advised the Council, in my opinion, the project could be down-scoped through value engineering and constructed within the available funding of $78,000 Federal Funds; $25,000 Special City Allotment; and $18,000 Local Funds. It was indicated this would be acceptable if it could be done.

Liaison Engineer H. N. Van Cleave has contacted Anderson, Perry & Associates and discussed items that could be omitted or revised in order to reduce the overall project cost. I have advised Van Cleave that Walt Hart has indicated he has some ideas on how to further reduce the cost.

It is hoped we will be able to identify omitted and revised items so the project may be let on October 26, 1978. If we cannot meet this date, the earliest possible date is requested, just so we salvage this project for the City of Heppner. I don't want the City paying $11,365 for a set of plans and still have an antiquated bridge for all our efforts.

RCL/vmt
Enc.
cc: Jerry Sweeney, Mayor
Marshall Lovegren
Steve Anderson
H. N. Van Cleave

Bids were rejected based on City's letter. Lang will write again re redesign.

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 14 1978
File: PM FA
LG OP
TAA

City's letter not attached
Lang will send copy

operating budget levies were both approved by substantial margins Tuesday, when both measures faced county voters for the second time this year.

Unofficial results show the hospital levy passing by a 711 to 398 margin, and the county operating measure winning voter approval by a 641 to 468 margin.

Turnout was light in northern Morrow County, where those who did vote generally cast their ballots against both measures. The situation was different in Heppner, however, where nearly half of the city's registered voters showed up at the polls to vote 396-188 for the county measure, and 387 to 196 for the hospital levy.

Only about one in seven voters turned out in Irrigon, where the vote was 46 to 66 against the county levy, and 18-94 against the hospital. Less than one in five voters made it to the polls in Boardman, where the hospital measure went down 22-85, and the county levy was approved by 11 votes—62-45.

Ione voters supported the county levy by a comfortable 142-45 margin, and gave

voting yes and 47 voting no. In Lexington, the poll was 65-45 for the county general operating fund, and 74-46 for the hospital.

The county levy approved by voters Tuesday was identical to one that was deadlocked in a 513-513 tie on June 27.

During the same election, the hospital measure was defeated 450 to 568.

More than $43,000 was pared from the hospital levy during the second go-around at the

included a $30,000 item earmarked for physician recruitment, to find and secure doctors to staff the doubled medical facility. Currently, only one physician, Dr. Wallace Wolff, is located in Morrow County, and there are no physicians to staff county subsidized clinics in Heppner and Boardman.

Passage of the hospital measure means that $146,598 in property tax funds will go to offset the facility's current operating loss and purchase equipment, as well as toward finding new doctors.

The County's operating budget will include $246,665 outside the six per cent limitation, in order to balance the budget while maintaining ongoing programs and services. No major new capital improvements are included in the county budget.

Both measures combined will cost county property tax payers less than $3 per $1,000 assessed valuation extra.

Morgan Bridge project scrapped, council approves Chase Street subdivision

Hopes for a new Morgan Street Bridge over Willow Creek went down in flames during a Monday night Heppner City Council meeting.

During a second round of bidding held on the project last month, the low bidder turned in a figure of $118,800—14 per cent higher than the $105,000 budgeted for the project. In June, the low bid on the project was $134,500.

The lion's share of the project would have been paid for with federal matching funds, with the city of Heppner chipping in $18,000.

During Monday's meeting, the council had to decide whether to scrap the project, or somehow come up with the extra funding—totaling some $26,000—needed to trigger the construction.

Roger Lang, federal-state programs coordinator for the Oregon Department of Transportation, told the council that the bridge project could proceed if the city made a $5,000 deposit, and paid off the balance of the extra costs within three years.

Several councilmen noted that the city did not have $5,000 for the down payment, and expressed reluctance to commit the city to paying off a three-year debt before a new budget was drafted.

Others complained that the pricetag for the span was simply too high, and unlikely to get any lower should it be put out to bid again.

"We've got to get away from that concrete monstrosity," commented councilman Warren Plocharsky. "The city can't afford the luxury of having this kind of bridge," said councilman Larry Mills. "We've got to get a bridge that we can live with," stated councilman Cliff Green.

The council voted unanimously to withdraw from the bridge project. The move will mean that the city will have to pay engineers' fees totaling about $11,000 for a bridge that will apparently never be built, leaving only about $7,000 in the city's budget for the bridge.

Council members expressed hope that the $7,000 could be applied towards making repairs to bring the bridge up to standards. Steve Anderson, the city's consulting engineer, last month disclaimed any responsibility for keeping the decrepit span open to traffic.

Councilman Plocharsky said he would tour the bridge site with County Roadmaster Doc Sherer to determine what repairs would have to be made to bring the bridge up to par, and report back to the council.

Lang said his department

Cont. on page 12

Fairgrounds workday set for Saturday

Everyone is invited to a workday Saturday, Aug. 12 at the Morrow County Fairgrounds.

The fun and games start at 10 a.m., according to Extension Agent Harold Kerr, with general clean-up and setting up of livestock pens in mind.

Morgan Street Bridge project scrappe

Cont. from page 1

would re-evaluate the project to see whether any federal matching funds would be available to aid the city in refurbishing the old span, or possibly, constructing a new, scaled-down structure.

In other developments at the Monday night session, the council voted to override a planning commission recommendation to reject the final plat for a subdivision on South Chase Street.

J & D Electric of Irrigon plans to build six single-family homes on the hillside subdivision.

The city planning commission had recommended denying the final plat plan, after a delegation of residents from the neighborhood appeared to complain that the subdivision would create traffic safety problems in the area.

Jerry Morrell of Irrigon, representing J & D Electric, told the council that the planning commission acted illegally in not approving the final plat, since he had met all setback requirements and carried out all revisions in the preliminary plat as requested by the commission. In addition, he noted, the commission had approved his preliminary plat, and city laws require the planning commission to approve final plat plans, if the preliminary plat and revisions have been accepted. City Attorney William Kuhn concurred that the planning commission had apparently acted illegally in not approving the final plat.

"We met all the requirements and complied with the planning commission," Mor-

not a correct statement by Reporter

Business Briefs

SUPERMARKET SELECTION SUDDEN SERVICE FREE MOUNTING SUPER
D WARRANTY WRITTEN WARRANTY
Your Su
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Bridge project scrapped by city, subdiv

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mendation to reject the final plat for a subdivision on South Chase Street.

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"We met all the requirements and complied with the planning commission," Morrell told the council. "We were turned down because of public input on a matter that had nothing to do with the subdivision."

A letter to council from 24 residents of the neighborhood bordering the subdivision stated that they were opposed to the subdivision because of "the public safety factor." The road leading to the proposed subdivision is extremely narrow, they noted, and a hazard to negotiate in the winter. There is no sidewalk, the protesting residents added, meaning that pedestrians would have to walk on the narrow street.

Other residents cor
that the su ision w
have adequate wat
sure, but Fire Chie
Burkenbine stated th
pressure at the site
state minimum
ments.

Council member
Cole, stated that
needs new homes and
ment, and that if "roa
problem, we can do so
about them in the futu
moved to approve t
plat, and was joined i
votes on the measure b
Mills and Cliff Gree
charsky ab ed.

Green, noting that

SUPERMARKET SELECTION SUDDEN SERVICE FREE MOUNTING SUPERMARKET SELECTION SUDDEN SERVICE FREE MOUNTIN
WRITTEN WARRANTY
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Your Supermarket
Tire Store

8847

anderson perry

RE ☐ RCE ☐ RME ☐ ROS ☐
RFA ☐ AUG 11 1978 ☐

RECEIVED
REGION 5 OFFICE

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

August 11, 1978
Job No. 20

Mayor and Common Council
City of Heppner
P. O. Box 756
Heppner, Oregon 97836

RE: Morgan Street Bridge

Gentlemen:

Mr. Roger Lang of the Oregon State Highway Division has informed me that the council took official action at their last council meeting requesting that all of the recent bids received on the project be rejected and to abandon the planned construction. Apparently, the city now is thinking of having the county repair the bridge with steel stringers.

I feel that it would be a mistake to proceed with this course of action. A repair job as proposed by the county would only postpone the problem. The existing bridge is narrow and dangerous. The trusses are badly deteriorated, and the floor beams in many cases are cracked. There is some dry rot in the deck, and unless major modifications are made to the bridge, the life of those good remaining members will probably be less than ten years. With the large number of deteriorating bridges located within the city limits, the council cannot afford to pass up the $103,000.00 grant monies available for the project.

Although many things have transpired since the initial grant offers were made in 1975 and many delays and problems have arisen, I do not feel that events of the past should be a reason for hasty decisions and temporary solutions to future problems now. I have discussed the project with Mr. Bud Van Cleave of the Oregon State Highway Division, and we have arrived at a possible solution. Since the most important single element of the project is removal of the existing bridge and replacement with a permanent structure, I would suggest the following course of action:

1. Authorize the State to reduce the scope o
readvertise the job in October of this ye
roadway fill, gravel base, and asphalt pa
be deleted. The water and sewer line rel
be deleted and the existing lines would th
through the abutment walls. Based on the
ceived, the total project cost under this
reduced by about $25,000.00.

2. Since the street is the main access to th
which serves both city and county residen
could attempt to persuade the county to r
fills after the new bridge is constructed,
of base rock over this fill, and shoot the
The roadway could then be paved with hot m
the future when city funds were available.

3. The city crews could shore up the existing
immediately so that it could be used until
was completed.

If the city were to proceed with these suggest
structure with an expected life of well beyond 50 y
structed. The roadway surface could be completed b
efforts as has been the case on several projects in
the utilities would not be any more accessible for r
they are now, they would also be no less accessible.
of funds presently available from the city, state,
ministration will then be sufficient to complete

A decision on this matter will have to come fro
aware that several council members have little re
not as an engineer, or possibly for engineers in g
ge you to carefully consider the things I have sug
id to pass present problems onto future councils,
ertainly have enough of their own.

Very truly yours,

Stephen L. Anderso

SA/jb

cc Oregon State Highway Division, Roger Lang
Oregon State Highway Division, Bud Van Cleave
Morrow County Court

Wimer For your info.
Roger

8847

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

August 11, 1978

Fran

TO: Oregon Transportation Commission

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT: Cedar Street-Oak Street (Oakland)
Willow Creek (Morgan Street) Bridge (Heppner)

Bids were received on July 27, 1978 on the two subject sections. Our recommendations were to award both projects subject to the concurrence of the Cities of Oakland and Heppner.

The City of Oakland desires to reject "Cedar Street-Oak Street" as being bid too high and to reduce the project's size by approximately $8,500. This will require some minor changes in specifications and plans. The changes would involve culverts and trenching. This project has been rescheduled for September 21, 1978.

The City of Heppner desires to reject "Willow Creek (Morgan Street) Bridge" as being bid too high. This project is being looked at in depth by the City's consultant, with the idea of downscoping it.

bc F. B. Klaboe
H. S. Coulter
C. W. Head
D. H. Moehring
C. T. Keasey
W. J. Hart
J. H. Versteeg
V. E. Skoog
Alfred Shirley, Jr.
W. E. Schwartz
E. L. Johnson

ERH:a ja

FRAN NEAVOLL

8847

Owner

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

August 8, 1978

Roger Lang
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Lang:

At the meeting of the Heppner City Council last night a motion was unanimously passed to withdraw the Morgan Street Bridge Project due to financial difficulties.

The City of Heppner requests retaining the Special City Allotment of $25,000.00. Thank you.

Sincerely,

Marshall Lovgren

Marshall Lovgren, Recorder

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☐ AUG 9 1978 ☐
RECEIVED
REGION 5 OFFICE
by Van Cleave

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ (FL
AUG 17 1978
TAA File: PM FA
LG OP

Reynolds
Gillebrandt
Don't cancel SOS
Project yet

8847

PROJECT MANAGEMENT OFFICE MEMO

Date 8-8-78

Subject Hoggner (Morgan Cr Br) 505E; SCA Proj File No.

Received (call) (~~visit~~) from Roger Jung

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

City plans to cancel (reject bids on) this project. He wants to try salvaging project by a value engineered alternate design. He questions: 1) Modifying footings to eliminate costly utility relocation 2) Not raising structure so much as whole area is in flood plain anyway & 3) steepen slopes under bridge. City presently considering steel support beams. He'll write & then want SI to follow up w/ 1) Feds 2) Br

Signature

8-10-78 Long has letter from City & will forward. Henry wanting OTC

File ( ) ( ) (X) ( ) ( ) ( ) ( ) ( )

Circulate: PME LGE OPE FAE CCE OM Other

Funding:

Fed #	78,000
SCA	25,000
~~April 78 Vote~~	18,000
	121,000
Survey	11,300
Potential	109,700

Includes new survey

8/11/78 - City has rejected Bids & Hunter agrees Alt

Long says he'll try to make Dec. Jurisdictional Oct. 1978

Sent to Long 8/10/78

Sent to Long 8/10/78

Sent to Long 8/10/78

8847

4 pe
8-4-78

Roger Long says Heppner project in trouble, he will meet with him Monday nite 8-7-78 - He will call Winia-Prange @ Monday for discussion
43,000 time payment

TO JERRY
DATE 8-7 TIME 8:20

WHILE YOU WERE OUT

Roger Lang CALLED

OF

PHONE

TELEPHONED	✓	IN PERSON TO SEE YOU	
PLEASE CALL	✓	WANTS TO SEE YOU	
WILL CALL AGAIN		RETURNED YOUR CALL.	

MESSAGE Wants to talk to you Bob & Hal about the SOS Project in Heppner. Willow Creek - Morgan St. Bridge.

TAKEN BY Lizzie

FORM 91-125-1619

PE (June 1978 Cost run)

Consultant	6,025.00
State	5,340.18
Total	# 11,365.18

Above minimum cost to city to cancel. July bid costs must be added

We could extend # 43,430 payment Lang suggests 3 years. Told him we should meet min requirements 4-24-78 agreement.

Now	# 5,000	# 21,800
By 12-15-78	16,800	
Balance	21,630	
Total	# 43,430	

* TOTAL TO DATE JOB [illegible] SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONT
	324	1999	921	00 P 1	
			TOT	P1	1.7
			** JOB TOTALS **		1.
WILLOW CR (MORGAN ST) BRIDGE	CONT NO		FA PROJ NOS OS	501001 100	
	325	1954	906	00 P 1	
	325	1954	910	00 P 1	
	325	1954	924	00 P 1	
			TOT	P1	
			** JOB TOTALS **		
WILLOW CRK BR(HEPPNER)MORGAN	CONT NO		FA PROJ NOS OS	501001 100	
	325	1956	296	00 N 9	
	325	1956	297	00 N 9	
	325	1956	298	00 N 9	
	325	1956	901	00 P 1	48.
	325	1956	904	00 P 1	
	325	1956	905	00 P 1	8.
	325	1956	906	00 P 1	
	325	1956	910	00 P 1	
	325	1956	914	00 P 1	2.
	325	1956	920	00 P 1	9.
	325	1956	921	00 P 1	9.
	325	1956	923	00 P 1	
	325	1956	926	00 P 1	
			TOT	P1	4.
			** JOB TOTALS **		4.
BARRETT BLVD HEPPNER	CONT NO		* FA PROJ NOS SRS	00S104 100	
	325	1959	296	00 N 9	
	325	1959	298	00 N 9	
	325	1959	905	00 P 1	
	325	1959	911	00 P 1	
	325	1959	914	00 P 1	1.
	325	1959	915	00 P 1	
	325	1959	924	00 P 1	
			TOT	P1	1.
			** JOB TOTALS **		1.
POWELL BLV-FARISS RD(GRESHAM)	CONT NO		FA PROJ NOS XI	867001 100	
	326	1901	295	00 N 9	25,10.
	326	1901	296	00 N 9	29,90
	326	1901	298	00 N 9	3,700
	326	1901	901	00 P 1	3,6
	326	1901	902	00 P 1	

FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
921	00 P 1		192.95	636.86	
TOT	P1	1,378CR	390.03	9,466.95	
** JOB TOTALS **		1,378CR**	390.03 **	9,466.95 **	
PROJ NOS OS 501001 100				00	STATE
906	00 P 1			36.55	
910	00 P 1			43.48	
924	00 P 1			18.82	
TOT	P1			98.85	
** JOB TOTALS **		**	**	98.85 **	
PROJ NOS OS 501001 100				00	STATE
296	00 N 9		1,319.21CR	9,071.10CR	
297	00 N 9			2,050.00	
298	00 N 9		1,319.21	7,021.10	
901	00 P 1	48.65	192.66	303.62	
904	00 P 1			6,025.00 - Consult.	
905	00 P 1	55.14	957.08	1,259.09	
906	00 P 1		924.02	1,500.36	
910	00 P 1			109.72	
914	00 P 1	122.25	127.65	127.65	
920	00 P 1	91.00	164.00	164.00	
921	00 P 1	211.84	1,367.88	1,367.88	
923	00 P 1		22.66	116.71	
926	00 P 1			391.15	
TOT	P1	544.88	3,755.95	11,365.18	
** JOB TOTALS **		544.88 **	3,755.95 **	11,365.18 **	
PROJ NOS SRS 00S104 100				00	STATE
296	00 N 9		142.76CR	206.80CR	
298	00 N 9		142.76	206.80	
905	00 P 1			67.83	
911	00 P 1		8.70	8.70	
914	00 P 1	1.20	4.06	4.06	
915	00 P 1		146.00	146.00	
924	00 P 1			4.39	
TOT	P1	1.20	158.76	230.98	
** JOB TOTALS **		1.20 **	158.76 **	230.98 **	
A PROJ NOS XI 867001 100				00	STATE
295	00 N 9	25,411.00	25,410.00	25,410.00	
296	00 N 9	29,191.04CR	46,406.08CR	46,406.08CR	
298	00 N 9	3,781.04	20,996.08	20,996.08	
901	00 P 1	3,711.19	11,491.04	11,491.04	
902	00 P 1	161.26	3,162.60	3,162.60	

8847

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 28, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 27, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 27 on the following projects:

1. Old Portland Rd-S 6th St (St Helens)
   FAP No FAU 6260
   Columbia County

   Grading and paving

   24-foot roadway with 4-foot shoulders.
   This section part of a truck route.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "Footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Pigeon Pt Rd-S Slough Br Bikeway
   Cape Arago Hwy
   Coos County

   Bikeway project

   An 8-foot Class I and II bikeway to be constructed on this contract.

3. Brookings (Wharf St)
   City Street
   Curry County

   Grading and paving

   Five-foot sidewalks with curb cuts to be constructed

   Same as No. 1

4. Hooskanaden Slide
   Oregon Coast Highway
   Curry County

   Grading and paving

   Slide correction. Four-foot shoulders on climbing lane and 8-foot shoulders on descending lane. Project will be striped as part of the Oregon Coast Bikeway.

5. Little Deschutes River (Montgomery) Bridge
   FAS B345
   Deschutes County

   Bridge repair

   32-foot roadway on structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Cedar St-Oak St (Oakland)
   Sixth Street
   Douglas County

   Grading and paving

   Street utilizes a 36-foot roadway

   Same as No. 5

7. Cow Creek Safety Rest Area
   Pacific Highway
   Douglas County

   Sewer construction

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. North Unit, Condon-Thirtymile Creek
John Day Highway
Gilliam County

Grading and macadam

24-foot roadway with 4- to 8-foot shoulders

Same as No. 1

9. Silvies River (Standcliffe) Bridge
County Road No. 616
Harney County

Structure

27-foot, 6-inch roadway on structure. Roadwork incidental to structure

Same as No. 5

10. Tumble Creek-Rimrock Creek
Mt Hood Highway
Hood River County

Grading

Flood damage repair

Same as No. 7

11. Cape Creek Tunnel
Oregon Coast Highway
Lane County

Illumination of this tunnel being done for the safety of bicyclists riding the Oregon Coast Bike Route

12. Dexter State Park
Lane County

Park improvement

Same as No. 7

13. Jordan Creek Bridge
Jaca Road
Malheur County

Structure

27-foot, 6-inch roadway on structure with 28-foot aggregate approaches

Same as No. 1

14. Monitor Road Junction
Hillsboro-Silverton Highway
Marion County

Paving

Variable width lanes with 4-foot shoulders

Same as No. 1

15. Willow Creek (Morgan St) Bridge (Heppner)
FAP No 05-2501(1)
Morrow County

Structure

11-foot lanes and 3-foot shoulders available on structure and approaches

Same as No. 1

16. N Marine Drive-New Era
Pacific Highway East
Multnomah and Clackamas Counties

Miscellaneous highway appurtenances

Same as No. 7

17. Pacific Hwy (Conn. #1) at Hayden Island Drive
Pacific Highway
Multnomah County

Traffic signals

Curb cuts to be installed on this project

Same as No. 7

18. Hermiston Hwy at SW Highland Ave (Hermiston)
FAP No HHS-76(1)
Umatilla County

Traffic signals

Same as No. 7

19. N Main St-Oregon/Washington Hwy (Milton-Freewater)
NE 8th Street
Umatilla County

Grading and paving

5.5-foot sidewalks with curb cuts to be constructed on this project

Same as No. 1

20. Five Points Creek Bridge
Hilgard Road
Union County

Structure

27.5-foot roadway on structure

Same as No. 5

21. UPRR O'Xing (La Grande)
FAU Route 4645
Union County

Grading, paving and structure

5-foot sidewalk to be constructed on west side of structure and approaches

Same as No. 1

22. Millican Creek (Lafayette)
Pacific Highway West
Yamhill County

2.4 m - 3.0 m shoulders incorporated in this project

Same as No. 1

RS:mc

cc Robert Burco
F. B. Klaboe
D. G. Talbot
[illegible] Dell
L. E. George
E. S. Hunter
F. E. Terpin
Don Harwell

8847

July 28, 1978

City of Heppner
City Council
City Hall
Heppner, Oregon 97836

Attn: Mr. Marshall Lovgren
City Recorder

Gentlemen:

On July 27, 1978, the lowest of 5 bidders on the Willow Creek (Morgan St.) Bridge Section, OS-2501(1) was F. Hodgson & Sons, P. O. Box 182, North Powder, Oregon 97867, which bid is approximately 14% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the city does decide to proceed with the project the following advance deposit is required:

Bid Items	$118,800.00
Erosion Control	200.00
4½% Contingencies	5,365.00
9% Engineering	10,710.00
Est. total cost of construction	$135,065.00
P.E. Costs	11,365.18
Est. total cost of project	$146,430.18
Less Federal project	-100,000.00
Plus 22% of 100,000.00	+ 22,000.00
Less SCA funds	- 25,000.00
	$ 43,430.18

City Advance Deposit would than be $ 43,430.18
by rounding the amount would be $43,430.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 18, 1978.

Please make your check in the amount of $43,430.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

HRidmc

bc w/AD#~~462~~ 484: Vern Skoog-Please return completed AD#~~462~~ 484 when check is received.
Region 5 Federal Aid Engineer Roger Lang

8847

anderson perry & associates, inc.

Copy TO:
Region (Lang)
G. Wimer

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

PROJECT MANAGEMENT
CE ☐ OM
RE ☐ CPE
JUL 27 1978
TAX FIN: PM FA
LG OP

July 26, 1978
Job No. 17

Roger
Rather than delete
Bid items I think we
should scale project
down and re let.

Mayor and Common Council
City of Heppner
P. O. Box 756
Heppner, Oregon 97836

RE: Morgan Street Bridge

Gentlemen:

On Tuesday, July 25th, I made an inspection of the bridge to assure myself that the existing structure was still adequate to carry light traffic. I found the bridge to be in poor condition, with additional cracking of some of the members since my last inspection. Also, the wood truss on the downstream side has begun to lean noticeably. Because of its deteriorated condition, I feel that I can no longer assume any responsibility for the existing structure by continuing to recommend that it remain open to light traffic. Therefore, I recommend that the bridge be closed immediately until the existing structure can be upgraded or replaced. If it is not closed, the Council will have to assume full responsibility for its safety.

Because of the large number of bridge projects presently being let in the state, there is a strong possibility that the bids received on July 27th will again exceed the cost estimates and monies available for the construction from the City. If this turns out to be the case, I would suggest that the City consider eliminating the asphalt paving and having the City crews do all of the utility relocation work. A request in the form of a levy election should then be placed before the voters for an increase in the serial levy. The Council may wish to consider this prior to the bid opening, so that a course of action can be given to the State in any event. If the asphalt paving were eliminated, and the City relocated all of the utilities, the City's cost share, based on the previous low bid would be $33,000.00.

If the complete project were built by the contractor, the City's cost share, based on the previous low bid would be $48,000.00.

I will be present at your Council meeting this evening to go over these items with the Council.

Very truly yours,

Stephen C. Anderson, P.E.

SCA/jb

cc: O.S.H.D. - Bud Van Cleave

8 x 4 7

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC/TREAS.

June 23, 1978
Job No. 17

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☐ JUN 26 1978

RECEIVED
REGION 5 OFFICE
cy Region

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attn: Roger Lang

RE: Willow Creek (Morgan Street) Bridge

Dear Roger:

As you are aware, the State received two bids on the project yesterday, with the low bid of Douglas Coats Construction Company of $134,050.00 being approximately 28½% over the Engineer's estimate. I have discussed the situation in detail with Bud Van Cleave, with Marshall Lovgren of the City of Heppner, and with a private contractor.

It is my opinion after evaluating all of the cost data, that the bids should be rejected and the job should be bid again in July. Mayor Jerry Sweeney and Bud Van Cleave have both agreed with this opinion. Also, I feel that the time allowed on the project should be extended to 180 days to allow contractors to plan the construction to fit within their present busy schedules. If unacceptable bids are received in July, I feel that serious consideration should be given to postponing future action on the project until sometime late this fall when contractors will be trying to acquire winter work. Perhaps the competition at that time would result in some good competitive bidding. Also, at that time, consideration should be given to having the County do the paving, and the City Crews relocate the sewer and water lines.

I intend to try to set up a meeting with interested contractors the week before the next bid. I have arranged with the City to make space available on adjacent City property for a contractor's yard and for construction of a settlement pond from the structure excavation if

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 27 1978

TAA Reynolds PM: PM FA LG OM
Jim J. Sullivan Copy Dave

necessary. Also, I plan to arrange to have the City dig two open test holes alongside the bridge to give the contractors an idea of ground conditions at the site. Those contractors I intend to contact personally include Douglas Coats, Ross Brothers, Hamilton, and Weaver Construction. If you can think of any other contractors I should contact, please let me know. Also, please let me know when the new bid date will be.

Very truly yours,

Stephen C. Anderson, P.E.

SCA/jb

cc: City of Heppner
Bud Van Cleave

STATE OF OREGON

INTER.-ICE MEMO

TO: Mr. D. H. Moehring
Manager
Office of Project Management

Attention Gerald Wimer

FROM: L. L. Wallace
L. L. Wallace
Assistant Structural
Design Engineer

DATE: June 22, 1978

SUBJECT:

Award of Bids (June 22, 1978)
S.F. Coquille R. (Gaylord) Br.
Bridge 16349
Willow Creek (Morgan St) Br.
Bridge 16429
Grande Ronde R. (Pierce Lane) Br.
Bridge 16317

We have these comments regarding bids received on the following projects:

Project #6 (S.F.Coquille River Bridge)

The low bid for this project is approximately 31.3% over the Engineer's Estimate. This is due in part to rising labor and material costs. The cost of prestress strand has risen rapidly due to restrictions placed on the importation of foreign strand.

The principle reason for the percent of overage is the restrictive time for completion requirement (see our attached letter dated April 18, 1978 on this subject). We did not properly evaluate the high risk of having to have the job completed before arrival of high water conditions in early fall.

Although we feel that this is the wrong time of year to obtain economical bids on this project, the final decision to accept or reject the low bid lies with Coos County. They are extremely eager to have this structure replaced.

Project #21 (Willow Creek Bridge)

The low bid is approximately 28.5% over the Engineer's Estimate. The low bidder's total for bid items 13 and 14 was $30,000 compared to the total of $2,500 in the Engineer's Estimate. Although the $2,500 for bid items 13 and 14 is undoubtedly on the low side, we feel that the amount bid for these items cannot be justified. We recommend rejection of all bids (there were only two) and readvertisement in September 1978.

Project #22 (Grande Ronde River Bridge)

The low bid is approximately 11.2% over the Engineer's estimate. Our recommendation to revise the price of the prestressed beams upward was not included in the final Engineer's Estimate. This difference would place the low bid in line with a revised Engineer's Estimate. We feel that the bidding was responsive and recommend acceptance of the low bid.

LLW:dh

cc E. S. Hunter
E. L. Johnson

RECEIVED TECHNICAL SERVICES
JUN 23 '78
REFER TO
FOR
Info
Invest
R/D
U/R
Sign
Act
File

81-123-1367

F F1

16349

Mr. Alfred Shirley
Region 3 Engineer
Attention Mr. Glen L. Clark
Region Fed.-Aid Engineer

April 18, 1978

Walter J. Hart
Structural Design Engineer

Gaylord (M. Fk. Coquille R.) Bridge
Gaylord Bridge Section
Gaylord Road, C.R. 153
Coos County
Bridge 16349

We have made a study of construction scheduling for this project and find that it is very doubtful that it can be built this year.

The earliest bid receiving date for which we can prepare contract documents is June 22. The successful bidder will not likely be able to order precast girders much before July 10. Using this as a starting date we have drawn up a construction sequence chart (attached). According to Morse Bros. we should plan on 60 to 90 days between order date and delivery of precast concrete girders. At the best this puts girder delivery into the second week of September. If everything goes perfectly, the earliest completion date will probably not be until the last week of October, already a time when higher water is possible....and things seldom go perfectly.

We strongly recommend that the contract for this structure not be let until the spring of 1979.

ATB:smd

Attach.

AB

NOTED
P.A. ANDERSON

NOTED
W. J. HART

8847

June 20, 1978

City of Heppner
City Hall
Heppner, OR 97836

Attention: Marshall Lovgren
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5450

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Willow Creek (Morgan Street) Bridge Section.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harvell (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 1, 1978

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Supplemental Letter Form Agreement
Off-System Project
Willow Creek Bridge
Morgan Street
City of Heppner

Presented for your approval are three signed copies of a letter form agreement which revises the method of financing stipulated in the original Construction-Finance Agreement for an Off-System project in the City of Heppner. The project was approved by the Transportation Commission on July 30, 1975.

The City of Heppner passed a special levy to pay for its share of the project. However, all the funds will not be available for payment to the State until the taxes are paid in November. You verbally approved this delayed method of payment April 26, 1976.

I feel, in the interest of keeping the program moving, we should have the bridge constructed as soon as possible. I realize the circumstances are unusual, and we will discourage repeat performances. However, it is our policy to help these small communities even though we do it reluctantly at times, such as in this case.

Will you please sign all three copies and forward them to C. W. Head for further processing.

RHP:lml

RECEIVED
STATE HWY ENG
JUN -2'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

PROJECT MANAGEMENT OFFICE MEMO

Date 4-24-78

Subject Heppner 505-SCa Project funding File No. _____

Received (call) (~~visit~~) from Roger Tang

Address _____

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion: _____

Determined from Van Cleave City passed measure last year for inclusion in 78-79 taxing period. To continue with ~~May~~ June letting, which we both think should be done, means either City borrow or we advance funds. Told him advancement should start w/ Region recommendation. This office discussed but didn't take downstairs ¼ now ¼ in 6 Mo & ½ in year. He'll meet w/ City and decide this week

Signature J Kumer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other A

PROJECT MANAGEMENT OFFICE MEMO

Date 4-24-78

Subject Heppner 505-SCa Project funding File No. _____

Received (~~call~~) (~~visit~~) from Roger Tang

Address _____

Made (call) (~~visit~~) to _____ Phone 963-3177

Reason for contact and general discussion: _____

Advised him project on June letting. He has tentatively arranged and is sure Schwartz (who is out all week) will recommend:
#5,000 immediately upon receipt of acceptable bid
balance: Dec 15, 1978 (after tax payments are made and credited) He is getting letter from City. Promised to check w/ Coulter shouldn't become standard practice

Signature J Kumer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other B N J

4-26-78 Coulter agrees subject to records stating 1) Interest of keeping program moving 2) Unusual circumstances 3) Mr Schwartz will

Called Roger Tang 5/1/78 DMC

8847

Salem, Oregon
June 12, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 22, 1978 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 22 on the following projects:

1. Martin Creek-Anlauf Interchange
   Pacific Highway, Lane and Douglas Counties
   Grade, Pave, Structures
   Ten-Foot shoulders are available throughout this section.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where sparsity of population, other available ways, or other factors indicate an absence of any need for such paths and trails."

2. Baldock Slough-South Baker Interchange
   Old Oregon Trail Highway, Baker County
   Pave

   Same as No. 1.

3. Elm Street-Mt. Hope Cemetery and South Bridge Street
   Baker County, FAP No. M-4823(1)
   Pave
   City Street -- 42-foot roadway curb-to-curb

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Shirley Street-Main Street (Molalla)
North Cole Street, Clackamas County
Pave
City Street -- 45-foot roadway curb-to-curb

Same as No. 3.

5. Remote Section
Coos Bay-Roseburg Highway, Coos County
Grade, Pave, Structure
Four-foot to 8-foot shoulders are available throughout this section.

Same as No. 1.

6. South Fork Coquille River (Gaylord) Bridge
Gaylord Road, Coos County
Structure Replacement

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. South 5th Street-South Canyon Drive
Black Butte Boulevard, Deschutes County
Pave

Same as No. 6.

8. Garden Valley Boulevard-Fairgrounds Interchange
Pacific Highway, Douglas County
Roadside Improvement

A 10-foot Class I and II bikeway to be constructed on this contract.

9. Oxbow Section
Middle Fork John Day River Road, Grant County
Grade, Base, Structure

Same as No. 3.

10. Wagontire-Lake County Line
Lakeview-Burns Highway, Harney and Lake Counties
Grade, Pave
Four-foot shoulders provided.

Same as No. 1.

11. Grandview Drive and Wimer Street (Ashland)
City Streets, Jackson County
Grade, Pave
Twenty-eight-foot roadway curb-to-curb

Same as No. 3.

12. Shady Cove (Cleveland Street)
City Street, Jackson County
Pave
Four-foot shoulders provided

Same as No. 1.

13. South 6th Street-Eastside Bypass (Klamath Falls)
Shasta Way, Klamath County
Grade, Pave, Structure
Five-foot sidewalks and 4-foot shoulders provided.

Same as No. 1.

14. Armitage State Park, Lane County
Toilet Building

Same as No. 6.

15. Harlow/Hayden Bridge Road-"Q" Street (Springfield)
5th Street North, Lane County
Grade, Pave

Five-foot sidewalks and 5-foot Class III shoulder bikeway to be provided.

16. Agate Beach-NE 20th Street (Newport)
Oregon Coast Highway, Lane County
Grade, Pave

A 6-foot Class III shoulder bikeway to be provided on this section from Agate Beach to Jump Off Joe Road.

17. Yachats-Beamer Creek
Yachats River Road, Lincoln County
Pave

Same as No. 3.

18. 1st Avenue-6th Avenue (Albany)
Albany-Corvallis Highway, Linn County
Traffic Signals

Same as No. 6.

19. Detroit Lake-Tunnel Creek (MP 45.7 and MP 58.1)
North Santiam Highway, Marion County
Slope and Rock Protection

Same as No. 6.

20. Sublimity (West Main Street)
City Street, Marion County
Grade, Pave

Variable width sidewalks and curb cuts provided for pedestrian and bicycle traffic.

21. Willow Creek (Morgan Street) Bridge (Heppner)
FAP No. OS-2501(1), Morrow County
Grade, Pave, Structure

Four-foot walkway and 3-foot shoulders provided for pedestrian and bicycle traffic.

22. Grande Ronde River (Pierce Lane) Bridge
FAS B-618, Union County
Structure
Twenty-eight-foot roadway on structure

Same as No. 3.

23. Tualatin Valley Hwy-S. Nectarine Street (Cornelius)
S.10th Avenue and Golf Course Road, Washington County
Grade, Pave

Five-foot sidewalk with curb cuts provided for pedestrian and bicycle traffic.

RPS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

TOTAL TO DATE JOB COST SUMMARY — MAY 19

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO D
LINCOLN ST-MAIN ST (MT ANGEL) CONT NO	* FA PROJ NOS OS 401001 100					
	324	1999	295	00 N 9		7,40
	324	1999	296	00 N 9		7,40
	324	1999	298	00 N 9		19
	324	1999	901	00 P 1		
	324	1999	904	00 P 1		
	324	1999	905	00 P 1		
	324	1999	910	00 P 1		
	324	1999	914	00 P 1		
	324	1999	920	00 P 1		19
	324	1999	921	00 P 1		39
			TOT	P1		39
			** JOB TOTALS **		**	
WILLOW CR (MORGAN ST) BRIDGE CONT NO	FA PROJ NOS OS 501001 100					
	325	1954	906	00 P 1		
	325	1954	910	00 P 1		
	325	1954	924	00 P 1		
			TOT	P1		
			** JOB TOTALS **		**	
WILLOW CRK BR(HEPPNER)MORGAN CONT NO	FA PROJ NOS OS 501001 100					
	325	1956	296	00 N 9	401.95CR	1,31
	325	1956	297	00 N 9		
	325	1956	298	00 N 9	401.95	1,31
	325	1956	901	00 P 1		1
	325	1956	904	00 P 1		
	325	1956	905	00 P 1	547.12	9
	325	1956	906	00 P 1	649.29	9
	325	1956	910	00 P 1		
	325	1956	914	00 P 1	5.40	
	325	1956	920	00 P 1		
	325	1956	921	00 P 1	261.68	1,1
	325	1956	923	00 P 1	22.66	
	325	1956	926	00 P 1		
			TOT	P1	1,486.15	3,2
			** JOB TOTALS **		1,486.15 **	3,2
BARRETT BLVD HEPPNER CONT NO	FA PROJ NOS SRS 00S104 100					
	325	1959	296	00 N 9		1
	325	1959	298	00 N 9		1
	325	1959	905	00 P 1		
	325	1959	911	00 P 1		
	325	1959	914	00 P 1		
	325	1959	915	00 P 1		1

5-78

8817

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
CONT NO	* FA PROJ NOS	OS	401001 100			00	STATE
324	1999 295	00	N 9			1,700.00	
324	1999 296	00	N 9		7,403.60CR	9,103.60CR	
324	1999 298	00	N 9		7,403.60	7,403.60	
324	1999 901	00	P 1		198.86	406.58	
324	1999 904	00	P 1			6,785.00	
324	1999 905	00	P 1			468.50	
324	1999 910	00	P 1			888.39	
324	1999 914	00	P 1			101.90	
324	1999 920	00	P 1			181.50	
324	1999 921	00	P 1		192.95	636.86	
	TOT	P1			391.81	9,468.73	
	** JOB TOTALS **			**	391.81 **	9,468.73 **	
CONT NO	FA PROJ NOS	OS	501001 100			00	STATE
325	1954 906	00	P 1			36.55	
325	1954 910	00	P 1			43.48	
325	1954 924	00	P 1			18.82	
	TOT	P1				98.85	
	** JOB TOTALS **			**	**	98.85 **	
CONT NO	FA PROJ NOS	OS	501001 100			00	STATE
325	1956 296	00	N 9	401.95CR	1,319.21CR	9,071.10CR	
325	1956 297	00	N 9			2,050.00	
325	1956 298	00	N 9	401.95	1,319.21	7,021.10	
325	1956 901	00	P 1		144.01	254.97	
325	1956 904	00	P 1			6,025.00	
325	1956 905	00	P 1	547.12	901.94	1,203.95	
325	1956 906	00	P 1	649.29	924.02	1,500.36	
325	1956 910	00	P 1			109.72	
325	1956 914	00	P 1	5.40	5.40	5.40	
325	1956 920	00	P 1		65.00	65.00	
325	1956 921	00	P 1	261.68	1,148.04	1,148.04	
325	1956 923	00	P 1	22.66	22.66	116.71	
325	1956 926	00	P 1			391.15	
	TOT	P1		1,486.15	3,211.07	10,820.30	
	** JOB TOTALS **			1,486.15 **	3,211.07 **	10,820.30 **	
CONT NO	FA PROJ NOS	SRS	005104 100			00	STATE
325	1959 296	00	N 9		142.76CR	206.80CR	
325	1959 298	00	N 9		142.76	206.80	
325	1959 905	00	P 1			67.83	
325	1959 911	00	P 1		8.70	8.70	
325	1959 914	00	P 1		2.86	2.86	
325	1959 915	00	P 1		146.00	146.00	

Section Willow Cr. (Morgan St.) Ext. - Programming Estimate $ 118000

Highway 884.7 City Street - Project Length

County Morrow Completion Time 110 Cal. Days

Kind of Work Grd, Pave, Structure

Prefix 325-1956 FA Project No. 05-2501(1)

ROUTING SLIP Date: 5/22/78

DEPARTMENT OF TRANSPORTATION

Director	FHWA	Public Affairs
Chief of Operations	General Files	Public Transit
Asst. Dir.-Administration	General Services (DOT)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Information Systems (Lana Ave.)	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lana Ave.)	Materials & Research	Technical Services Engineer
Construction	Motor Vehicles	Traffic Support Services
Data Processing (Transp.Bldg.)	Organization & Manpower Services	Transportation Policy & Program Development
Employee Development	Parks & Recreation	Travel Information
Engineering (Design)	Permits & Weighmaster	Utilities
Environmental	Personnel Operations	Metropolitan
Equipment Shops	Photocopy	Region Number 5
Finance (DOT)	Proj. Mgmt. & Operations Planning	District Number

ATTENTION: Roger Lang

FROM: Project Mngt

F.Y.I.

Form 81-731-0022 (7/77)

NSTRUCTION AUTHORIZATION

Contract Amount $ 104,171.00

200 ✓

$ 200

Misc. Permit Fees

$ 104,371.00

Contingencies (4-1/2%) 4,696.79

Engineering (9 %) 9393.39

~~SUBTOTAL~~ $

~~Credit 461~~

Estimated Net Authorization, Construction $ 118,461.09

APPROVED

Road Design Engineer

Section Willow Cr. (Morgan St.) Bridge — Programming Estimate $ 118000

Highway City Street — Project Length

County Morrow — Completion Time 110 Cal. Days

Kind of Work Grd, Pave, Structure

Prefix 325-1956 — FA Project No. 05-2501(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 104,171.00

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200 ✓	
State Furnished		
Install Water Meter		
Furnish Water		$ 200
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		

$ 104,371.00

Contingencies (4-1/2%) 4,696.79

Engineering (9 %) 9393.21

~~SUBTOTAL~~ $

~~Deduct for~~ . . . . .

Estimated Net Authorization, Construction . . . . . $ 118,461.00

APPROVED

Road Design Engineer

Willow Creek (Morgan St.) Bridge
Grading, Paving and Structure

ENGINEER'S ESTIMATE ~~(3/22/78)~~

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1	Mobilization	Lump Sum	All	Lump Sum ~~8%~~ 3 700.00	$ ~~10,000.00~~
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
	ROADWORK				
3.	Clearing and Grubbing	Lump Sum	All	Lump Sum	300.00
4.	General Excavation	Cu. Yd.	220	$ 10.00	2,200.00
5.	1"-0 Aggregate Base	Cu. Yd.	~~305~~ 400	~~11.00~~ 14.00	~~3,355.00~~ 5600.00
6.	Class "B" or Class "C" Asphalt Concrete	Ton	140	35.00	4,900.00
7.	8-inch Sewer Pipe	Lin. Ft.	110	~~20.00~~ 28.50	~~2,200.00~~ 3135.00
8.	Concrete Manholes	Each	4	~~900.00~~ 1000.	~~3,600.00~~ 4000.00
9.	Guard Rail, Type 2A	Lin. Ft.	113	12.00	1,356.00
10.	Guard Rail Anchor, Type I Rail End Pieces, Type B	Each Each	4 4	275.00 ~~75.60.00~~	1100.00 ~~300.240.00~~ 2760.00
11.	6-inch Water Line	Lin. Ft.	~~135~~ 120	23.00	~~3,105.00~~
	STRUCTURE				
~~12.~~	~~Bridge Removal Work~~	~~Lump Sum~~	~~All~~	~~Lump Sum~~	~~1,500.00~~
~~13.~~	~~Shoring, Cribbing, Etc.~~	~~Lump Sum~~	~~All~~	~~Lump Sum~~	~~1,000.00~~

Willow Creek (Morgan St.) Bridge

Estimate

Item No.						
	STRUCTURE					
13	Bridge Removal Work	Lump Sum	All	Lump Sum	1,500.00
14	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	1,000.00
15.	Structure Excavation (690 c.y. @ $10)	~~Cu. Yd.~~ Lump Sum	~~690~~ ALL	$ ~~10.00~~ Lump Sum	$ 6,900.00
16.	Structural Concrete, Class 3300 (135 cy @ $200)	Lump Sum	All	Lump Sum	27,000.00
17.	4'x35'/40' Prestressed Slabs	Each	8	$ 2,500.00	20,000.00
18.	Reinforcement (23,600 lb @ $0.50)	Lump Sum	All	Lump Sum	11,800.00
19.	Metal Rail with ~~Channel~~ Tubing	Lin. Ft.	~~87'-6"~~ 75	$ 20.00	~~1,750.00~~ 1500.00
	SIGNING				
20.	Type "C", "EE" and "EEE" Signs in Place	Sq. Ft.	31	$ 20.00	620.00

Total Amount of Bid $ ~~102,326.00~~ 104,171.00

8847

PROJECT MANAGEMENT OFFICE MEMO

Date 5-8-78

Subject Willow Cr (Morgan St) Br File No.

Received (call) (~~visit~~) from Roger Long

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Steve Anderson called him disappointed project is not in May letting. Seems when date sent in such was requested and was on May letting until the April update. To late to add now. If there is Special June letting we should try to add. Dont think City can complain as they dont have sufficient match funds available and were going to advance a portion of the necessary funds

Signature A Nemec

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( ) Prange (R) Reynoldson (M) M

Circulate: PME LGE OPE FAE CCE OM Other

8847

PROJECT MANAGEMENT OFFICE MEMO

Date 4-24-78

Subject ~~Heppner~~ SOS-SCA Project funding File No. _____

Received (call) (~~visit~~) from Roger Tang

Address _____

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion:

~~Determined from Van Cleave City passed measure last year for inclusion in 78-79 taxing period. To continue with June letting, which we both think should be done, means either City borrow or we advance funds. Told him advancement should start w/ Region recommendation. This office discussed but didn't take downstairs 1/4 now 1/4 in 6 Mo & 1/2 in year. He'll meet w/ City and decide this week~~

Signature S Kemier

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

~~$5,000 immediately upon receipt of acceptable bid~~ balance Dec 15, 1978 (after tax payments are made and credited) He is getting letter from City. Promised to check w/ Coulter. Shouldn't become standard practice

Signature S Kemier

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

4-26-78 Coulter ag 1) Interest of keeping circumstances as 3) ux

Called Roger L 5/1/78 Ltr Sent

PROJECT MANAGEMENT OFFICE MEMO

Date 4-24-78

Subject Heppner SOS-SCa Project funding File No. _____

Received (~~call~~) (~~visit~~) from Roger Lang

Address _____

Made (call) (~~visit~~) to _____ Phone 963-3177

Reason for contact and general discussion: _____

Advised him project on June letting. He has tentatively arranged and is sure Schwartz (who is out all week) will recommend: $5,000 immediately upon receipt of acceptable bid balance Dec 15, 1978 (after last payments are made and credited) He is getting letter from City. Promised to check w/ Coulter should it become standard practice

Signature D Kenier

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) BPN

Circulate: PME LGE OPE FAE CCE OM Other

4-26-78 Coulter agreed subject to record showing 1) Interest of keeping payments 2) Amount will be recommended 3) Sue Schwartz

Called Roger Lang 5/1/78 DK

8847

FORM 81 734-2-80

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
March 28, 1978

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: Willow Creek (Morgan Street) Bridge
City of Heppner
Morrow County

TO: Gerald Wimer
Local Government Section Manager

S A L E M

Enclosed are the following items pertaining to the Morgan Street Bridge project:

8 sheets mylar reproducible drawings
1 pad special provisions with bid schedule
1 pad concrete calculations
1 pad engineers cost estimate
1 copy of letter approving revised base design
1 copy letter of transmittal from Anderson, Perry and Assoc.
1 letter of acceptance of plans by City

The above data is being sent to you for expedited attention in proceeding towards contract letting because of the circumstances.

The project was ready to go for contract letting last year but was held off because of the estimated cost. Revisions to the project have now been made which should allow construction.

The special provisions, plans, estimate of cost have been reviewed by H. N. Van Cleave, Liaison Engineer, and the Region Office and are found to be acceptable.

It is requested this project be advanced to contract letting at the earliest possible date.

RCL/dlm
Attachments

cc: Jerry Sweeney
Steve Anderson
H. N. Van Cleave

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

MAR 30 1978

File: PM FA
TAA Reynolds LG OP

Let this data to Design & Cer as appropriate & determine dates for reintroducing into STIP system

carried in design and bridge

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8847

FEDERAL AID PROJECT NO. [redacted]2501(1)

STATE PROJECT NO. See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OS-4

3-1-78

COUNTY NAME Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

Mr. Klaboe

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3-1-78	Non Federal-aid / City Street

GENERAL LOCATION:

"Willow Creek (Morgan Street) Bridge"

GENERAL DESCRIPTION OF WORK:

Supplemental Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Supp. #1 to Consultant Agreement
Tec NTE $1,555, Fed. Funds $1,215

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-16-78, I approve the Supplement #1 to Agreement with Anderson-Perry and Associates, Inc., Consulting Engineers.

A signed copy of the Supplemental Agreement is returned herewith.

no additional federal funds were involved Transferred

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-1-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

H

FEBRUARY 1978

DESCRIPTION OF JOB OR DEPARTMENT	PARCEL		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE
			910	00	P 1		
			911	00	P 1		
			TOT	P1			
** JOB TOTALS **						**	**
WILLOW CRK BR(HEPPNER/MORROW)	CONT NO		FA PROJ NOS BS			501001 100	
			906	00	N 9		892.07CR
			907	00	N 9		892.07
			908	00	P 1	Contractor Bridge	48.00
			934	00	P 1	Retainage Consultant	
			935	00	P 1	Utilities Final Design	
			936	00	P 1	Bridge	32.22 134.28
			910	00	P 1	Soils	
			930	00	P 1	Program	65.00
			932	00	P 1	Specs	886.36
			933	00	P 1	Environ.	
			934	00	P 1	Foundation Investigation	
			TOT	P1		32.22	1,133.64
** JOB TOTALS **						32.22 **	1,133.64 **
BARRETT BLVD HEPPNER	CONT NO		FA PROJ NOS SRS			005104 100	
			904	00	N 9		142.76CR
			905	00	N 9		142.76
			905	00	P 1		8.70
			911	00	P 1		2.86
			914	00	P 1		146.00
			915	00	P 1		
			TOT	P1			157.56
** JOB TOTALS **						**	157.56 **
POWELL BLV-FARISS RD(GRESHAM)	CONT NO		FA PROJ NOS XI			867001 100	
	324	1901	901	00	P 1	483.87	601.91
	325	1901	902	00	P 1	837.90	1,059.79
	326	1901	910	00	P 1	78.53	78.53
	326	1901	916	00	P 1	1,176.90	3,804.25
			TOT	P1		2,577.20	5,544.48
** JOB TOTALS **						2,577.20 **	5,544.48 **
SE GLENWOOD-CRYSTAL SPRGS	CONT NO		FA PROJ NOS XI			699001 100	
	326	1902	910	00	P 1	334.20	334.20
	326	1902	911	00	P 1	64.44	64.44
			TOT	P1		398.64	398.64
** JOB TOTALS **						398.64 **	398.64 **

FIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
1954	910	00 P 1			[illegible]	
1954	914	00 P 1			98.55	
	TOT	P1			98.55	**
	** JOB TOTALS **		**	**	98.55	**

FA PROJ NOS 05 501001 100 — STATE

1956	236	00 N 9		892.07CR	8,643.[illegible]CR	
1956	237	00 N 9		892.07	6,[illegible]	
1956	238	00 N 9		48.00	[illegible].96	
1956	901	00 P 1	Contractor Resident		6,[illegible].00	
1956	904	00 P 1	Retainage Consultant		[illegible].01	
1956	905	00 P 1	Utilities Final Design		710.62	
1956	906	00 P 1	Bridge	32.22 134.28	109.72	
1956	910	00 P 1	Soils	65.00	[illegible].00	
1956	920	00 P 1	Program	886.36	[illegible].36	
1956	921	00 P 1	Specs		94.05	
1956	923	00 P 1	Environ.		[illegible].15	
1956	926	00 P 1	Foundation Investigation		[illegible].14	
	TOT	P1		32.22 1,133.64	8,742.87	
	** JOB TOTALS **		32.22 **	1,133.64 **	8,742.87	**

FA PROJ NOS SRS 005104 100 — STATE

1959	236	00 N 9		142.74CR	206.20CR	
1959	238	00 N 9		142.76	2[illegible].[illegible]	
1959	905	00 P 1		8.70	67.83	
1959	911	00 P 1		2.86	8.70	
1959	914	00 P 1		146.00	2.86	
1959	915	00 P 1			146.00	
1959	924	00 P 1		157.56	229.78	
	TOT	P1		157.56 **	229.78	**
	** JOB TOTALS **		**			

FA PROJ NOS XI 867001 100 — STATE

1901	901	00 P 1	[illegible]	601.91	601.91	
1901	902	00 P 1	8[illegible].90	1,0[illegible].79	1,0[illegible].79	
1901	910	00 P 1	78.53	78.53	78.53	
1901	916	00 P 1	1,176.80	3,804.25	3,804.25	
	TOT	P1	2,5[illegible].20	5,544.48	5,544.48	
	** JOB TOTALS **		2,577.20 **	5,544.48 **	5,544.48	**

FA PROJ NOS XI 699001 100 — STATE

1902	910	00 P 1	334.20	334.20	334.20	
1902	911	00 P 1	64.44	64.44	64.44	
	TOT	P1	398.64	398.64	398.64	
	** JOB TOTALS **		398.64 **	398.64 **	398.64	**

TOTAL TO DATE JOB COST SUMMARY

FEBRUARY 1978

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
CONT NO		* FA PROJ NOS			
324	1729	900 00			2
		** JOB TOTALS **		**	. 2
324	1730	900 00			2
		** JOB TOTALS **		**	. 2
324	1732	900 00			
324	1732	924 00			
		** JOB TOTALS **		**	
PACIFIC HY E-AURORA-DONALD RD CONT NO		* FA PROJ NOS			
324	1733	220 00			
324	1733	220 01			
324	1733	240 01			
		** JOB TOTALS **		**	
CHURCH ST BR IMPROVMT CONT NO		FA PROJ NOS			
324	1734	195 00			
324	1734	900 00			55.0
		** JOB TOTALS **		**	55.0
LINCOLN ST-MAIN ST, MT ANGEL CONT NO		FA PROJ NOS			
324	1735	900 00			16,000.0
		** JOB TOTALS **		**	16,000.0
W CENTER-W MAIN, SILVERTON CONT NO		FA PROJ NOS			
324	1736	900 00			12,500.0
		** JOB TOTALS **		**	12,500.0
WILLOW CRK BR (HEPPNER) CONT NO		FA PROJ NOS			
325	1707	900 00			
		** JOB TOTALS **		**	
326	1706	900 00			.9
		** JOB TOTALS **		**	.9
ROCKAWAY, N 3RD AVE CONT NO	8597	= FA PROJ NOS			
329	1710	201 00			34,365.3
329	1710	206 00			5.3
329	1710	900 00		63.04	1,186.3
		** JOB TOTALS **		63.04 **	37,556.9

ENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
CONT NO		# FA PROJ NOS					STATE
324	1729	900	00		.29	.29	
		** JOB TOTALS **		**	.29 **	.29	**
324	1730	900	00		.27	.27	
		** JOB TOTALS **		**	.27 **	.27	**
324	1732	900	00			12,500.00	
324	1732	924	00			100.96	
		** JOB TOTALS **		**	**	12,600.96	**
RD CONT NO		# FA PROJ NOS					STATE
324	1733	220	00			1,017.62	
324	1733	220	01			5,281.00	
324	1733	240	01			4,048.20	
		** JOB TOTALS **		**	**	10,346.82	**
CONT NO		FA PROJ NOS					STATE
324	1734	220	00			25,000.00	
324	1734	900	00		55.07	55.07	
		** JOB TOTALS **		**	55.07 **	25,055.07	**
EL CONT NO		FA PROJ NOS					STATE
324	1735	900	00		16,000.00	16,000.00	
		** JOB TOTALS **		**	16,000.00 **	16,000.00	**
CONT NO		FA PROJ NOS					STATE
324	1736	900	00		12,500.00	12,500.00	
		** JOB TOTALS **		**	12,500.00 **	12,500.00	**
CONT NO		FA PROJ NOS					STATE
325	1707	900	00			25,000.00	
		** JOB TOTALS **		**	**	25,000.00	**
326	1706	900	00		.90	.90	
		** JOB TOTALS **		**	.90 **	.90	**
CONT NO 8593		# FA PROJ NOS					STATE
329	1710	201	00		34,365.31	34,365.31	
329	1710	206	00		5.33	5.33	
329	1710	900	00	63.04	3,186.32	3,186.32	
		** JOB TOTALS **		63.04 **	37,556.96 **	37,556.96	**

8847

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project No. OS-2501(1)
Willow Cr. (Morgan St.) Bridge Sec.
Morrow County

Attached for your approval are two copies of an Amendment No. 1 to the original agreement between Morrow County and Anderson-Perry & Associates Inc., Consulting Engineers, which increases the preliminary engineering from the previous $6,025 to an amount not to exceed $7,580 for the subject project.

Approval of this supplemental agreement will not involve an additional obligation in total cost or federal funds for the subject project as presently authorized.

We request that one copy of the supplemental agreement be returned approved for our files.

CL:ljt
Att.

cc: Mainor Holmes

0847

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

January 26, 1978
Job No. 17

RE ☐ RCE ☒ RME ☐ ROE ☐
RFA ☒ JAN 27 1978 ☐

RECEIVED
REGION 5 OFFICE

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attn: Roger Lang

RE: Willow Creek (Morgan Street) Bridge, OS
Heppner, Oregon

Dear Roger:

We are awaiting approval of the recent contract amendment by the Federal Highway Administration prior to making our final changes on the Bridge Plans. We will be prepared to submit final plans and specifications to you within a week of receipt of such approval. I hope this approval will be forthcoming so that we may get the bridge on the April bid docket as originally planned.

Because of the situation that arose on the Canyon Creek Bridge at the last minute regarding the membrane waterproofing on the bridge deck, I took the liberty of contacting the City of Heppner to determine if such a membrane would be necessary on the Willow Creek Bridge. Enclosed is a copy of a letter I received from them yesterday indicating that they do not use salt in the process of graveling their City streets during the winter months. Therefore, I do not plan on including a membrane waterproofing item as a part of the project. I would appreciate it if you could obtain concurrence by the Federal Highway Administration of this decision prior to my preparation of the final plans.

I appreciate your assistance on the John Day project, and I am glad to see you getting back into the swing of things.

Very truly yours,

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☒ OPE ☐
JAN 30 1978

Stephen C. Anderson, P.E.

File: PM FA LG OP
TAA

Gerald Weiner
by Hal Vanstey
Walt Hart
HN Vanclave

SCA/jb
Enclosure
cc: City of Heppner

CITY OF HEPPNER
P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

January 20, 1978

Anderson, Perry Associates, Inc.
Box 1301
LaGrande, Oregon 97850

Dear Steve:

As per your verbal request, we have contacted our city crewmen. They inform me that the City of Heppner does not use salt in the process of graveling our city streets during the winter months.

Very truly yours,

Marshall Lovgren

Marshall Lovgren
City Recorder

RECEIVED
JAN 24 1978

8817

STATE OF OREGON
HIGHWAY DIVISION
ACCOUNTING

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: January 23, 1978

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
City of Heppner/Anderson-Perry
FAP #OS-2501(1)

Definition Statement

The original Agreement, dated June 19, 1975, between City and Consultant provided that the latter do preliminary and design engineering for a lump sum of $6,025. Consultant submitted a revision, Exhibit "A", on November 22, 1975, that did not change the lump sum. On October 1, 1976, Consultant advised OSHD of increased payroll rates, but again not changing the lump sum figure.

No pre-award evaluation was requested nor made of the original Agreement or revision in 1975.

Total costs for the agreed lump sum of $6,025 were billed in eight increments by Consultant, the last payment having been made February 24, 1977.

Consultant now proposed Amendment 1 for additional design engineering to be performed for a lump sum of $1,575.

Analysis

The proposal appears to be a change in the scope of the project to reduce total cost. It is well documented as man-hours required, employee names and rates, overhead computation and fixed fee comprising the $1,575. The payroll rates show a reasonable increase above those published in October, 1976; the overhead declined 5.67%.

Since a lump sum Agreement usually precludes a post-audit, and this is our first opportunity to evaluate the entire cost proposal, we must make a minor deduction. In computing the overhead rate the cost of interest and contributions are not eligible for state or federal participation. Only interest at .12% has been paid to February 28, 1977, $4.48. In the current proposal contributions and interest, 1.93% of $779.84, equals $15.05.

Conclusion

I recommend approval of the referenced amendment subject to the following revisions:

1. Eliminate interest and contributions from the overhead computation in the original and amended proposals.

2. Reduce the $1,575 lump sum to $1,555 to eliminate the ineligible costs of $19.53.

3. Revise "Summary..." to reflect this reduction.

DWJ:njc

cc: G. W. Wimer
R. J. Hacek

8847

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

January 6, 1978

FROM: George Strawn
Local Government Planning Coordinator

SUBJECT: Willow Creek (Morgan Street) Br.
City of Heppner
Morrow County
F.A. Project No. OS-2501(1)

TO: Gerald Wimer, Manager
Local Government Section

S A L E M

MISC. CONTRACTS and AGREEMENTS No. 9557

Enclosed find three copies of Consultant Agreement amendment No. 1 for the subject project which have been approved by the City of Heppner.

The purpose of this amendment is to compensate the consultant for redesign of the proposed structure as provided for in Consultant Agreement, General Provisions, Article 14.

Your approval of this amendment is recommended.

GS:sh
Enclosures

cc City of Heppner
Anderson, Perry & Associates
H. N. Van Cleave

PROJECT MANAGEMENT

PME ☒ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

JAN 9 1978

TAA Holmes ✓ Filer PM FA LG OP

8847

STATE OF ORE[illegible]

INTERO[illegible]CE MEMO

TO: MEMO TO FILES

DATE: January 4, 1978

FROM: Harold Reynoldson
Local Projects Coordinator

SUBJECT: Willow Creek (Morgan St.) Bridge
OS-2501(1)
City of Heppner
Off-System Project

The consultant engineering firm for this project contacted George Strawn and requested the base design be changed from 10" base and 3" AC to 8" base and 2" AC with 2" AC in future. The 1-1/2" AC on the deck of the bridge is to remain. This is still a higher standard than the city requires for subdivisions. I contacted Joe Fields (Clarence Gregg is on vacation) about this. After some consideration, he felt that this change was o.k.

HR:ljt

cc: C. J. Gregg
J. H. Versteeg
W. J. Hart
George Strawn

81-125-1367

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐

OCT 10 1977

Reynoldson File: PM FA
TAA LG OP

Review walk elements of bridge

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

September 17, 1977
Job # 20

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ SEP 19 1977
RDE ☐ RECEIVED ☐
REGIONAL OFFICE

City of Heppner
P.O. Box 756
Heppner, Oregon 97836

Gentlemen:

This letter is written to document some of the conclusions that were reached at the meeting held at the Heppner City Hall on August 26th, to discuss the Morgan Street Bridge. Present at that meeting were the Mayor, several members of the Council, Marshall Lovgren, Mr. George Strawn of the Oregon State Highway Division, and myself.

As I had indicated earlier, the City's share of the Morgan Street Bridge, designed in accordance with previous directions from the City, and the Federal Highway Administration requirements, is approximately $38,000. At a meeting earlier in the month, the Council had indicated that they did not wish to commit such a large amount of money towards construction of the bridge. However, they felt that if certain modifications could be made to the structure, they may be willing to commit to a lesser amount. At the meeting on the 26th, I presented a list of various items that could be eliminated from the bridge, with estimated cost reductions for each of these items.

The items that were considered to help reduce the overall cost of the project, and thus reduce the City's share of the cost, were as follows:

A. Eliminate the sidewalk along the South side of Morgan Street and across the bridge.

B. Reduce the fill slopes to 1½:1 and cantilever two of the wing walls from the abutments. Shorten the wing walls to accommodate the steeper fill slopes.

C. Eliminate the base rock and paving from the contract, and have the City contract with Morrow County directly for this work.

Suggestions by bridge on plans - copy to Vern Allen

9/10/77 VA

Place bridge ... Ted Thompson ... Linn ... Don ... bicycle ... agreeable ... to

Copies to Location, Bridge & Program Mgt. 10-7-77 VA

D. Have the City crews relocate the water and sewer lines for the project.

E. Have the City crews furnish and install the culvert pipe and the project signs.

All of these items would result in cost reductions on the project. My estimate indicated that a cost saving of approximately $20,000 could be realized for items A & B. I explained to the Council that I felt having Morrow County furnish the base and paving for the project would only be a temporary solution to paving of the street. The Council indicated that the work load of the City crew may not fit into the project schedule, and the work outlined to be done by them would be rather difficult. Therefore, it was the consensus of opinion of the group to consider only items A & B, and the City would then attempt to raise the $18,000 local share needed for the lesser project.

Since that time, apparently the Council has decided to proceed with a Serial Levy as I recommended several months ago. I think this is a wise decision, and I will be willing to help out in any way possible to obtain passage of such a levy. Until such time as a levy election is held, I will not proceed with any redesign work. If the levy should fail, the City Council still has the option of providing part of the funds out of this years budget, and part of the funds out of next years budget, as outlined in the memo from George Strawn, dated September 1, 1977, so that the bridge construction can still be completed.

When a firm financing solution has been reached, I would appreciate it if the City would notify me in writing of the redesign work they would like to have done, and to authorize me to proceed with such work. Again, please let me know if I may be of help to obtain passage of the Serial Levy.

Sincerely yours,

Stephen C. Anderson, P.E.

SCA/sk

cc: Oregon State Highway Division- Mr. George Strawn

8847

CITY OF HEPPNER
P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

September 7, 1977

George Strawn
Region Planning Coordinator
Oregon State Highway Division
La Grande, Oregon 97850

Dear Mr. Strawn:

At the meeting of the Heppner City Council last night, they voted to request an $18,000.00 serial levy from the people to help support the Willow Creek (Morgan Street) Bridge project. This will be arranged as quickly as possible.

I trust this is the information you were requesting.

Sincerely,

Marshall Lovgren

Marshall Lovgren, Recorder

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ SEP 8 1977 ☐
RDE ☐ RECEIVED REGIONAL OFFICE ☐

cc Anderson Perry & Associates 9-9-77 LL.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 12 1977

File: PM FA
TAA Reynolds LG OP

8847

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
September 1, 1977

FROM: George Strawn
George Strawn
Region Planning Coordinator

TO: MEMO TO THE FILES

SUBJECT: Willow Creek (Morgan Street) Bridge
City of Heppner
F.A. Project No. OS-2501(1)
Morrow County

On August 26, the Heppner City Council, Steve Anderson (the consultant), and I disucssed the financing and the design features of the subject project.

Several Council members felt the proposed project was too expensive and the City should consider putting new timbers in the existing structure. This would allow the City to remove the weight restrictions imposed by the existing deficiencies.

I explained to the City Council that Federal funds for the proposed project could not be used to rebuild the existing structure and the Special City Allotment was to be used as match monies for the Federal funds.

I also explained that if the City did not follow through with this project, they could lose these funds. They would also be required to finance their share of the engineering costs.

I asked the Council whether they were committed to a new structure and if they would seek ways to finance their share of the project. We were assured by them that they wanted the new structure and they would attempt to finance their share through next year's budget, etc.

I mentioned that if our present policies do not change, the advance deposit for the local share might be split up into two payments. The project could be let for bid in May and part of an advance deposit made then. After July 1, which would be the beginning of their budget year, they could make the final payment. I also told them the total deposit would have to be paid during the life of the contract.

The question was raised about whether we could move the contract date to early Spring or June. I told them this could be done.

The Council and the consultant reviewed the design options, what should be let for contract, and what, if anything, the City could do to reduce the cost of the project.

GS/dm

cc: Mayor Jerome Sweeney
Anderson, Perry & Associates
Program Management ✓

cc Hal Ekstedt FYI - Walt Hart
Done 9/6/77
@WP

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 2 1977
File: PM FA
LG OP
TAA

8847

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

August 4, 1977

George Strawn

FROM: George Strawn
Region Liaison Engineer

TO: MEMO TO THE FILES

SUBJECT: Willow Creek (Morgan Street) Bridge
City of Heppner
Morrow County
Project No. OS-2501(1)

On August 1, the Heppner City Council, Steve Anderson (the consultant) and I discussed the subject project.

The City Council felt that the City could not afford their share of the present estimated cost. They also were hesitant about holding a special election to bond for this structure since the electorate had turned down a recent City operating levee.

The City Council asked the consultant, Steve Anderson, to cut the cost of the structure as low as possible. Also, they asked if he would consider a pressure-treated wood structure which they felt would be cheaper.

I discussed the design problems and the wooden structure with Dave Carter of the FHWA. He indicated that the FHWA would not approve a wooden structure over concrete unless the wooden structure cost was significantly less. Also, Dave had some suggestions on ways to reduce the costs on the present structure, i.e., removal of sidewalk and handrail and stripe a four-foot walkway. With this method, the structure would stay the same width but would have guardrail on both sides.

I have requested the Bridge Section to return the Mylar plans for the proposed project as per the consultant's request.

GS/dm

cc: Jerry Sweeney
Anderson, Perry & Associates
Bridge Section
Program Management
Gerald Wimer
Bob Prange

PROJECT MANAGEMENT

PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐

AUG 8 1977

File: PM FA
TAA _____ LG OP

N

NOTED
OR. S. HOLMES

8847

Heppner

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/27/77
Harold L Rust

~~8-25-77~~ 6-22-78 Bid Letting _____ All Clear Deadline

SECTION Willow Cr. (Morgan) Br.
Highway City St. (Expander)
County Morrow Region ____
Type of Work Str. Funds 05 City
State __ Consultant ✓ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration						
Project Assessment		X			X	No problems
Write-off Letter	X					
PERMITS:						
Division of State Lands		X			X	
D.O.G.M.I.	X					
Corps of Engineers		X			X	General Permit
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

Section Willow Ck. (Morgan St.) Bridge Programming Estimate $ _____

Highway City Street in Hepner Project Length _____

8847

County Morrow 7-20-77 Completion Time 180 Cal. Days

Kind of Work Grd. Conc. Structure _____

Prefix 31 1956 FA Project No. BS-2501(0)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 115,846.50

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	200
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	

$ 200

$ 116,046.50

Contingencies (4-1/2%) . . . . . $ 5,222.09

Engineering (9 -%) 10,444.19

~~SUBTOTAL~~ $

~~Credit for~~ _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 131,712.78

APPROVED

_____

Road Design Engineer

$131,712

P.E { 2,400 State
6,025 Consult

$140,137 Estimate

Fed $78,000
SCA 25,000
$103,000

Cost to City $37,000

OREGON STATE HIGHWAY DIVISION

Sheet 1 of 1

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date

ction Willow Cr. (Morrow Co.) Bridge

County Morrow

Kind Of Work

Length

Name Dan

7-18-97

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		8500
	Temporary Protection and Direction of Traffic	1	All	All		500
	Roadwork Clearing and Grubbing	2	All	All	—	300 00
	General Excavation	4	C.Y.	340	6 00	2040
	1"-0 Aggregate Base	5	C.Y.	510	13 00	6630
	Class "B" or Class "C" Asphalt Concrete	6	Ton	210	30 00	6300
	8-inch Sewer Pipe	8	Lin Ft	123	28 50	3505 50
	12-inch Culvert Pipe	7	Lin Ft	20	15 00	300
	Concrete Manholes	9	Each	4	1000 00	4000
	Guard Rail, Type 2A	11	Lin Ft	113	12 00	1356
	Rail End Pieces, Type B	12	Each	4	75 00	300
	6-inch Water Line	10	Lin Ft	160	20 00	3200
	STRUCTURE					
	Bridge Removal Work	3	L.S.	All		2500
	Shoring, Cribbing, Etc.	15	All	All		1000
	Structure Excavation	16	C.Y.	925	12	11,100
	Structural Concrete, Class 3300 (170 ~~or 200~~ 17)	17	C.Y.	All		34,000
	4'x 35'/40' Prestressed Slabs	18	Each	8	2500	20,000
	Reinforcement (22,800 ~~Use 0~~ 19 30)	19	All	All		6540
	Three Tube Steel Railing	20	Lin Ft	49	45	2205
	Metal Rail with Channel		Lin Ft	32	30	960
	SIGN WORK					
	Type "C", "EE" and "EEE" Signs in Place	14	Sq. Ft.	31	10	310

8847

Form 81-734-1108

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. .....

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Willow Creek (Morgan St.) Bridge Date July 18, 1977

Highway City Street F.A.P. No. OS-2501(1)

County Morrow Prefix ..... Account No. .....

Description of Work To Be Done:

Monitor construction of this off-system project which is being engineered by consultant.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Monitor - Lump sum $2200.00

Explanation: Monitoring is to insure that materials used on project and methods of construction meet the requirements of the Special Provisions, Project Plans, and Standard Specifications for Highway Construction (1974)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....
Present estimate of project cost, including
$..... for work under this order $.....
Expected under-run / over-run (amount) . . . . . $.....
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approval Recommended: ..... REGIONAL CONSTRUCTION ENGINEER

Approved: ..... Construction Engineer

SP*79602-724

8847

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL ROADWAY SECTIONS AND SUMMARY
3	PLAN AND PROFILE
4	PLAN AND PROFILE
5	UTILITY DETAILS
6	BRIDGE PLAN AND ELEVATION
7	FOOTING AND ABUTMENT DETAILS
8	ABUTMENT AND WINGWALL DETAILS

7-7-77

31876
31877
31878

DRG. NO S.
S-1, S-5, S-6, S-12
2126 C - TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC
2126, 2126 A, 2126 B - GUARD RAIL
2050, 2050 A - MISCELLANEOUS STRUCTURES
29779 - PRECAST PRESTRESSED SLAB
23670 - BRIDGE RAIL
27046 - RAIL END DETAILS

STATE O

STATE HIGH

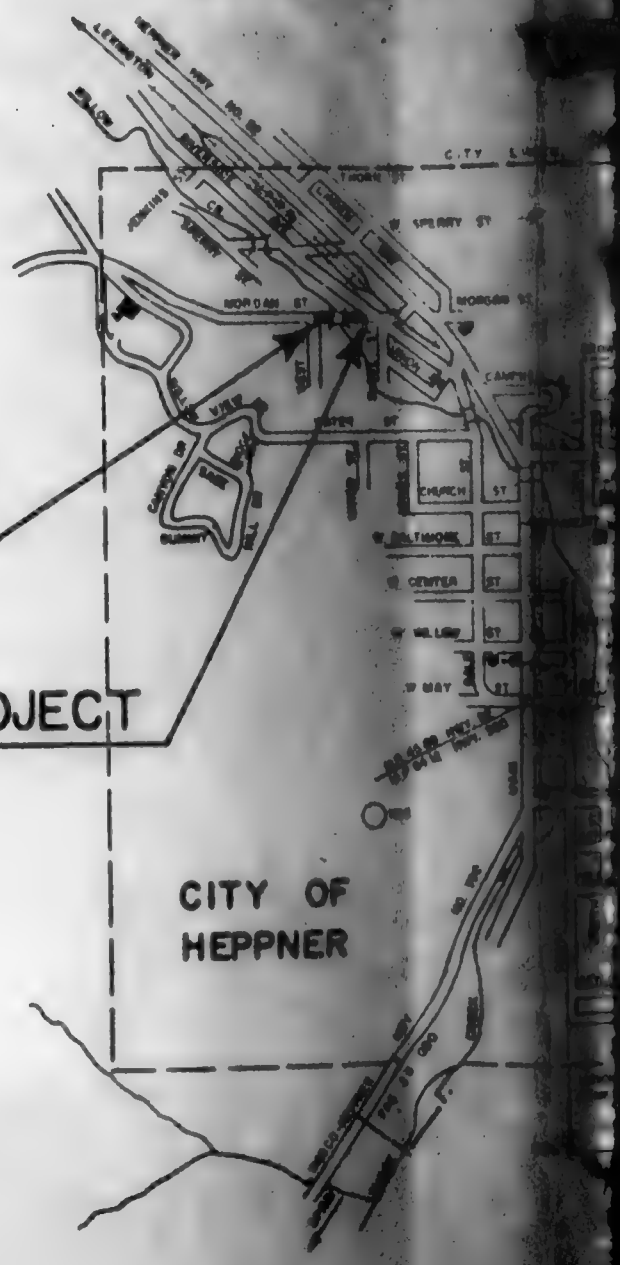
PLANS FOR P

GRADING, SURFA

WILLOW CREEK (MORGAN S

CITY ST (

MORROW



BEGINNING OF PROJECT
STATION 0+00

PROJECT
OS-2501(1)

END OF PROJECT
STATION 3+74.00

SKETCH

STATE OF OREGON

TE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, SURFACING, STRUCTURE

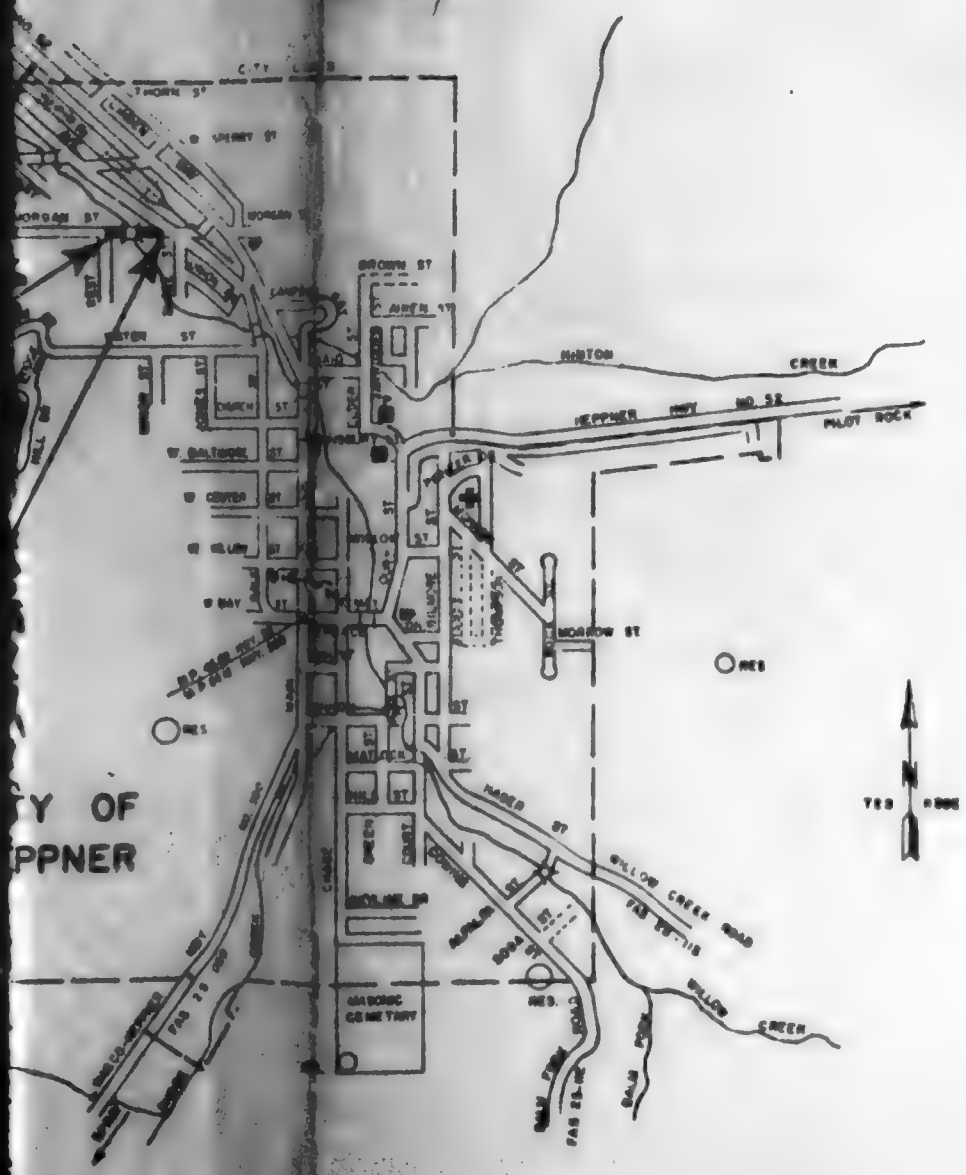
(MORGAN STREET - HEPPNER) BRIDGE

CITY ST (HEPPNER)

MORROW COUNTY

PRELIMINARY COPY
JUN 28 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

WILLOW CREEK (MORGAN ST.—HEPP[illegible]) BRIDGE CITY ST (HEPPNER) MORROW COUNTY			
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	BS-2501(1)	



SKETCH MAP

APPROVED
CITY OF HEPPNER, OREGON
BY MAYOR J.F. Sweeney
BY RECORDER Marshall Long
DATE 7-7-77

PRELIMINARY
SUBJECT TO CHA

REGISTERED PROFESSIONAL ENGINEER 7457 OREGON JULY 14 1978 STEPHEN C. ANDERSON

Stephen C. Anderson
PRESIDENT
ANDERSON PERRY & ASSOCIATES, INC.
CONSULTING CIVIL ENGINEERS

OREGON TRANSPORTATION COMMISSION

CHAIRMAN
COMMISSIONER
COMMISSIONER
COMMISSIONER
COMMISSIONER
DIRECTOR OF TRANSPORTATION

ADMINISTRATOR
HIGHWAY ENGI

DEPUTY HIGHWA

DEPARTMENT OF TRANSPORTA
FEDERAL HIGHWAY ADMINISTRA

APPROVED:

DISTRICT ENGINEER

F OREGON

WAY DIVISION

OPOSED PROJECT

CING, STRUCTURE

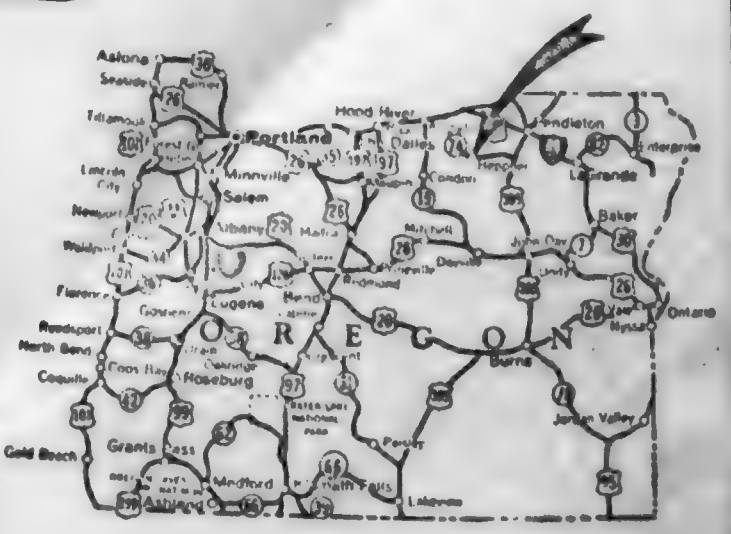
STREET - HEPPNER) BRIDGE

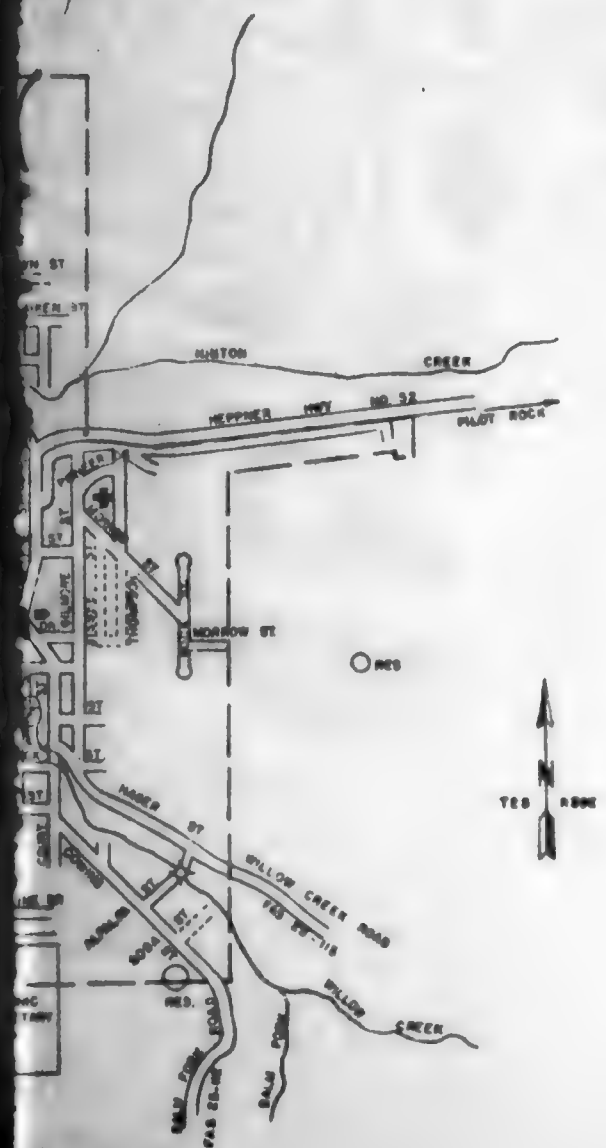
(HEPPNER)

COUNTY

PRELIMINARY COPY
JUN 28 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

WILLOW CREEK (MORGAN ST.– HEPPNER) BRIDGE CITY ST (HEPPNER) MORROW COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	OS-2501(1)		See Index





MAP

APPROVED
CITY OF HEPPNER, OREGON
BY MAYOR J. F. Sleeper
BY RECORDER Marshall Lovgren
DATE 7-7-77

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 7457 OREGON JULY 14 1972 STEPHEN C. ANDERSON

Stephen C. Anderson — PRESIDENT, ANDERSON PERRY & ASSOCIATES, INC. CONSULTING CIVIL ENGINEERS

ADMINISTRATOR AND HIGHWAY ENGINEER

DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

CHAIRMAN
COMMISSIONER
COMMISSIONER
COMMISSIONER
COMMISSIONER
DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

8817 Heppner

Salem, Oregon
April 1, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

W. E. Schwartz
Region 5 Engineer

Willow Creek (Morgan-Heppner) Bridge
City Street (Heppner)
Morrow County

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

We have reviewed the proposed plans on the subject section prepared by Anderson, Perry and Associates, Inc. It will be necessary to make the following corrections

SHEET 1

The members on the Oregon Transportation Commission, State Highway Engineer and the Deputy State Highway Engineer need to be updated. In the title, have the word "of" changed to "ST." and add parenthesis around Heppner. This is needed for filing this project under the City Street category. These changes are indicated on the title sheet.

SHEET 2

Guardrail End Detail: Ends of bridge handrails are considered fixed objects and need protection by fastening the guardrail to the bridge handrail. One type of connection is being furnished for your consideration. See Drawing No. 27046 - Condition R.

The following comments are being made as suggestions for your review and consideration.

Typical Sections - mainline line and turning roadway: Pave the shoulders and walkway full depth and width of the section for ease of construction and reduction of future maintenance costs. The use of two lifts at 1-1/2" each for asphalt concrete paving will result in a smoother riding surface. It is suggested that the class of asphalt concrete be a "B" or "C" mix. See comments by Specifications, Section 403.

SHEET 3

The note "Construct 25' (Type 2A)" actually covers guardrail at three locations. It should indicate "Construct 75' (Type 2A)(Total)" or "Construct 25' each location (Type 2A)".

The Specifications state that the pay item for trench excavation will be included in the cost of the pipes. To assist the contractor in figuring his costs for the installation of culverts, water mains and sewer pipes, it is suggested that the quantities of trench excavation be shown for each.

SHEET 4

On the profile the quantity for general excavation has also been shown on Sheet 3. This is a cuplication of quantities. Suggest that quantity be removed and state "(For quantities, see Sheet 3)".

It is suggested that a turning roadway width of 18' be used. To better delineate the turning movement on this roadway the existing pavement could be removed approximately as shown in red.

GENERAL QUESTIONS

A detour or staging plan was not submitted with the project. Is the street to be closed during construction of structure? If the street is closed, will a detour route be designated? Who will be responsible for this signing?

Will general excavation be excess? Will it become the property of the contractor? Is there a disposal area for this material?

SPECIFICATIONS COMMENTS

Section 105.06: It is stated that, "The contractor shall maintain water service at an interruption schedule as shown on the plans". No schedule was shown on the plans. Are there any other utilities to be adjusted other than the sewer and water lines shown.

Section 403: We noted that there was not a specification included for asphalt concrete pavement. It is suggested that you permit either a Class "B" or Class "C" mixture and use a commercial mix, a copy of which is enclosed for your information.

Sections 603 and 685: A specification for "Ductile Iron Sewer Pipe" and "Class 2 D.I. Water Pipe" will be needed as the State Standards do not cover this type of material. If A.W.W.A., A.S.T.M. or any other specifications are wanted, please indicate the section number and specifications referred to:

Will there be a separate pay item for concrete encasement of sewer pipe or will this be included in the cost of the pipe?

Section 642: Since we no longer specify painted sign posts, this requirement could be removed unless painting is a necessity.

Section 645: There are several types of signs noted in Section 645. Which type of signs are required for this project?

LKW:az
Enclosure
cc: Frank E. Terpin

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

3-31-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

8847

FEDERAL AID PROJECT NO.
See below

STATE PROJECT NO.
Various

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. --

COUNTY NAME
Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
Info. | Inves. | R/W | Dsgn. | Spec. | Acct. | Init.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-7-77	----	-----

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

Program change - add archeology studies.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Archeology studies

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-23-77 letter, I approve the program change adding archeology studies to the projects as shown below and you are authorized to proceed with those studies for the costs shown.

	PROJECT	TEC	FF
#8508	U-F-79(2)	$500	$429
#8521 -	RS-30-116(1)	500	429
8547 -	OS-0700(1)	450	351
	OS-2501(1)	470	367

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-31-77	E. Black	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

88477

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC/TREAS.

PROJECT MANAGEMENT
MAR 28 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | Sign | Letter | See me

OS

March 24, 1977
Job No. 17

RE ☐ ROE ☐ RDE ☒

MAR 25 1977
RECEIVED
REGIONAL OFFICE

Honorable Mayor and Common Council
City of Heppner
P.O. Box 756
Heppner, Oregon 97836

Gentlemen:

As you are aware, we recently sent the Plans and Contract Documents on the Morgan Street Bridge into the Oregon State Highway Division. If all goes well, the job should be put out to bid in a couple of months, and should be constructed late this summer. With as many bridges as Heppner has, I am sure it will be a relief to have this problem bridge taken care of.

As most of you know, the bridge has been funded under the Federal Off-System Roads Program, which was initiated in early 1975. Cities are eligible for project funds up to a maximum amount of $100,000, and the Federal share is to be 78% of this amount, or $78,000. The City of Heppner was fortunate in getting the Oregon State Highway Division to agree to fund a portion of the project out of the Small Cities Allotment Fund. The actual amount of this funding was $25,000, so the net project amount to be funded by these combined State and Federal funds was $103,000. The City of Heppner is responsible for any additional cost above this $103,000 figure. The purpose of this letter is to explain to the City that there may be some cost on their part, and what the reasons for these costs are.

Initial cost estimates, during the Grant Application Stage indicated that the cost of the complete job, including engineering, would be approximately $100,000. These cost estimates were prepared without the availability of soils information at the site, etc.

HAL-FILE

NOTED
MAINOR C. HOLMES

In the spring and summer of 1976, test pits were dug at the site, and soils borings were made by the Oregon State Highway Division. These borings indicated that the bridge site itself was underlaying by a layer of diced basalt rock at a depth of approximately 22 feet below the existing road surface. A Preliminary Bridge Design was prepared in the summer of 1976 and submitted to the State for approval. This Preliminary Design considered using augered piling in the heavy silt between the basalt rock and the footings, which were to be founded on these augered piles about two feet below the existing stream bed. A preliminary construction cost estimate was made of the project at that time, which indicated that the bridge could still be constructed within present State and Federal Grant Allocations, with little or no cost to the City.

The plans were returned to our office shortly thereafter, and a review letter was sent indicating that the augered piles were not recommended for this particular site. The State felt that because of the short length of these piles, they would be relatively unstable. They also felt that because of the nature of Willow Creek to flood periodically, a footing just 2 feet below stream bed would be subject to undermining. Therefore, a recommendation was made by them that the excavations be taken to the bed rock and that the bridge be founded on spread footings placed on this bed rock. The Final Designs were then prepared and presented to the State as I have previously indicated.

At the time that these Final Plans were submitted to the State, a Final Engineers Estimate was prepared for the bridge. This estimate indicated that the final construction cost of the bridge would be about $99,400.00. With our preliminary and design engineering cost of $6,025.00 and our construction engineering cost of $6,600.00 added to the State's cost of about $1,400.00 for administering the project, the total project cost including construction is now estimated to be about $113,425.00. Subtracting from this amount the amount of State and Federal funding previously arranged for, it appears that the City's share of the project will be approximately $10,425.00. This is only a preliminary figure, however, and an exact figure will not be available until after the project is put out to bid. With the present City budget

the way it is, the only way the local share of this project could be funded would be to obtain revenue from sources other than budget sources. Two possible sources are: 1. Use of monies that have been set aside for street paving during the past two years that were obtained from State Gas Tax Revenues,. 2. A request that Morrow County participate in a portion of the cost of the project. Both of these methods are presently being used by the City of John Day for a project of a similar nature which has exceeded the $100,000 limit figure.

The bridge project itself has been delayed for about a year and a half for several reasons. A person would tend to think that this increased cost was due to inflation during this period. However, this is not the case. Construction costs for structures of this type have not increased appreciably during this period, and for some materials, such as reinforcing steel, the cost has actually decreased. The reason for the increased cost lies solely with the deeper excavations, and the larger deeper spread footings on the bed rock. These costs increased about $13,120.00 from the bridge design considered in the preliminary analysis.

Of the estimated total project cost, $11,910 is the estimated cost of the roadwork, base rock, and asphalt paving to be done on the bridge approaches and the bus turn off on Riverside Drive. Although these improvements are not absolutely needed at this time, the use of money set aside for street paving would be a justified expense on these items.

It is a fact that the cost of the Bridge and approaches will exceed the $103,000.00 of State and Federal Funds available. The Heppner Common Council must decide how to come up with the necessary local funds if the bridge is to be constructed. Please let me know if you have any questions on this matter that I can answer.

Very truly yours,

Stephen C. Anderson, P.E.

SCA/kb

CC: OSHD - George Strawn

8847

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:
NPPND-RF-1

3 March 1977

PROJECT MANAGEMENT
MAR 14 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File

Anderson, Perry & Associates, Inc.
P. O. Box 1301
La Grande, OR 97850

RE: Morgan Street Bridge Project
No. 05-2501(1)

Gentlemen:

Thank you for your transmittal of a set of Engineering Drawings and Special Provisions for the above referenced project to place fill in connection with the construction of a bridge over Willow Creek in the City of Heppner, Oregon.

On 30 December 1976 a General Permit was issued to the Oregon State Highway Division for deposit of dredged or fill material for the purpose of new highway construction or for the purpose of improvement of highway, road or street. Special Condition "rr" of the permit states: "The permittee shall notify the District Engineer of the commencement of individual activities not less than six months prior to such commencement." The Oregon State Highway Division is coordinating the Willow Creek bridge construction project with this office. Therefore, you will not need any authorization from the Portland District of the U.S. Army Corps of Engineers. Inclosed, for your information, is a copy of the above mentioned General Permit and the Oregon State Highway Division's cover letter for the transmittal of information on the Willow Creek Bridge.

If you have any questions, please feel free to contact our Regulatory Functions Branch at the above address or call collect (503) 221-6990.

Sincerely,

F. R. BROCKSCHINK
Chief, Regulatory Functions Branch

Incls.
a/s

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

8847

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 25, 1977

FROM: George Strawn
Regional Liaison Engineer

TO: Frank Terpin
Location Engineer

S A L E M

SUBJECT: Location and Design Data
Willow Creek (Morgan Street) Bridge
City of Heppner
Project No. 2501(1)
325-1956

Enclosed find the following location and design data for the subject project.

1 Set	Plans for Project (Mylar 8 Sheets)
1 Set	Special Provisions and Bid Schedule
1 Copy	Letter from the City of Heppner approving Plans and Special Provisions
1 Copy	Design and Quantity Calculations
1 Copy	Hydraulic Considerations
1 Copy	Design Considerations and Engineers Estimate
1 Copy	Log of Test Borings

The Consultant has applied and paid for the permit from the Division of State Lands for the removal and deposition of materials in waterways. They have also applied for a permit from the Corp of Engineers to work within the flood plain.

Your expeditious handling of this proposed project will be appreciated.

GS/dm
Enclosures

cc: Mayor Jerome Sweeney
Anderson, Perry & Associates
Project Management
Bridge Design
Don Keyes

Returned to Pat 3/3/77 Carstensen

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

February 22, 1977

George Strawn
Oregon State Highway Division
Region 5 Office
P.O. Box 850
La Grande, Oregon 97850

Re: Review and approval of Willow Creek (Morgan Street) Bridge plans and Special Provisions on same.

Dear Mr. Strawn:

The approval plans for the Willow Creek (Morgan Street) Bridge and the Special Provisions on the same have been reviewed and they meet with my approval.

Sincerely,

Jerry Sweeney

Jerry Sweeney, Mayor

RECEIVED
FEB 23 1977

SPECIAL PROVISIONS

Willow Creek (Morgan Street-Heppner) Bridge
Grading, Surfacing, Structure

WORK TO BE DONE

The work to be done under this contract consists of the following work on Morgan Street in the City of Heppner, Morrow County;

1. Construct a city bridge over Willow Creek, bridge width; 34'. Bridge length; 39'.

2. Construct & reconstruct Morgan Street from the intersection of West Street, Station 0 + 00, east to the intersection of Riverside Avenue, Station 3 + 74.

3. Performance of such additional incidental work as is called for by the plans and specifications. The project is located in Heppner, Oregon.

APPLICABLE STANDARD SPECIFICATIONS

The Standard Specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction," and the Supplemental Standard Specifications bound herewith.

All number reference in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications and Supplemental Standard Specifications bearing like numbers.

SUBSURFACE EXPLORATIONS

The City has conducted certain subsurface explorations on this project. Records of these investigations are available for the Bidders inspection and evaluation at the office of the Project Engineer, Anderson Perry & Associates, Incorporated, 1901 North Fir Street, La Grande, Oregon. (P.O. Box 1301, 97850). Upon request, the bidder may obtain a copy of these records from the above office. Samples of subsurface material, when such have been taken during these explorations, will be available for inspection and evaluation at the office of the Project Engineer.

While subsurface investigations will have been performed with reasonable care, there is no warranty or guarantee, either expressed or implied, that they will disclose the actual conditions which will be encountered during the progress of the work.

ROUTING SLIP DATE 3/3/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PUBLIC AFFAIRS
DEPUTY DIRECTOR	INFORMATION SYSTEMS	SAFETY
ADMINISTRATION (DOT)	LABOR RELATIONS	TRANSPORTATION RESEARCH
CHIEF COUNSEL	OPERATIONS	AERONAUTICS DIVISION
COMMISSION SERVICES	PERSONNEL OPERATIONS	MASS TRANSIT DIVISION
EMPLOYEE DEVELOPMENT	PLANNING	MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RIGHT OF WAY
DEPUTY STATE HWY ENGINEER	FHWA	ROAD DESIGN
ASSISTANT FOR DESIGN	LANDSCAPE	SIGN SHOP
ASSISTANT FOR OPERATIONS	LOCATION	TRAFFIC ENGINEERING
ASST. FOR RIGHT OF WAY AND DEVELOPMENT	MAINTENANCE	TRAVEL INFORMATION
METROPOLITAN ENGINEER	MATERIALS	UTILITIES ENGINEER
ACCOUNTING (HIGHWAY)	PARKS AND RECREATION	GENERAL FILES
BRIDGE DESIGN	PERMITS & WEIGHMASTER	LIBRARY
CONSTRUCTION	PHOTOCOPY	MAIL ROOM
COUNTY-CITY RELATIONS	PROJECT MANAGEMENT	REGION NO. 5
DATA PROCESSING	RADIO	DISTRICT NO.
ENVIRONMENTAL	RESEARCH	

ATTENTION: Geo. Strawn FROM: Hal R.

COMMENTS:

Does the city Know?

FORM 81-734-3100 SP°19799-734

·Heppner) Bridge Sheet 3

	Quantity and Unit	Unit Price	Amount
	All Required		
ars	Lump Sum		$ 9,000.00
g	39 Lin. Ft.		
	per lin. ft.	$ 60.00	$ 2,340.00
idge)	44 L.F.		
	per lin. ft.	$ 20.00	$ 880.00

Total Amount of Bid $ 99,396.00

14% Eng + Cont # 14,412.00

Consultant + State P.E. # 9,280.00

123,088.00

Less Fed. Funds - 78,000.00

Less SCA Funds - 25,000.00

20,088.00

Costs to City

3/3/77

Geo. Strawn,

Please check with the City of Heppner to see if they know this and if it is acceptable to them. Then let us know their wishes

Hal R.

Willow Creek (Morgan Street-Heppner) Bridge
Grading, Surfacing, Structure

Engineers Estimate

Item No.	Item	Quantity and Unit	Unit Price	Amount
	ROADWORK			
1.	Temporary Protection and Direction of traffic	All Specified		
	For Five Hundred Dollars	Lump Sum		$ 500.00
2.	Clearing and Grubbing	All Specified		
	For Three Hundred Dollars	Lump Sum		$ 300.00
3.	Removal of Structures and obstructions	All Specified		
	For Fifteen Hundred Dollars	Lump Sum		$ 1,500.00
4.	General Excavation	340 c.y.		
	For Four Dollars	per cu. yd.	$ 4.00	$ 1,360.00
5.	Aggregate Base	510 cu. yd.		
	For Ten Dollars	per cu. yd.	$ 10.00	$ 5,100.00
6.	Class "B" Asphalt Concrete Mixture	210 tons		
	For Twenty-Five Dollars	per ton	$ 25.00	$ 5,250.00
7.	12-inch Culvert Pipe	20 lin. ft.		
	For Ten Dollars	per lin. ft.	$ 10.00	$ 200.00
8.	8-inch D.I. Sewer Pipe	112 lin. ft.		
	For Twenty Dollars	per lin. ft.	$ 20.00	$ 2,240.00

Willow Creek (Morgan Street-Heppner) Bridge — Sheet 2

Item No.	Item	Quantity and Unit	Unit Price	Amount
9.	Concrete Manholes	4 each		
	For Nine Hundred Dollars	per each	$ 900.00	$ 3,600.00
10.	6-inch Water Pipe	160 lin. ft.		
	For Fifteen Dollars	per lin. ft.	$ 15.00	$ 2,400.00
11.	Guard Rail, Type 2A	113 lin. ft.		
	For Twelve Dollars	per lin. ft.	$ 12.00	$ 1,356.00
12.	Rail End Pieces, Type A	4 each		
	For Forty Dollars	per each	$ 40.00	$ 160.00
13.	Rail End Pieces, Type B	2 each		
	For One Hundred Dollars	per each	$ 100.00	$ 200.00
14.	All Type Signs, In Place	31 sq. ft.		
	For Ten Dollars	per sq. ft.	$ 10.00	$ 310.00
	STRUCTURE			
15.	Shoring, Cribbing, Etx.	All Specified		
	For One Thousand	Lump Sum		$ 1,000.00
16.	Structure Excavation	925 cu. yds.		
	For Iwelve Dollars	per cu. yd.	$ 12.00	$11,100.00
17.	Structural Concrete, Class 3300	All Required		
	For Twenty-nine Thousand Dollars	Lump Sum		$29,000.00
18.	4' x 35-40' Prestressed Slabs	8 only		
	For Two Thousand Seven Hundred Dollars	each	$2,700.00	$21,600.00

Willow Creek (Morgan Street-Heppner) Bridge — Sheet 3

Item No.	Item	Quantity and Unit	Unit Price	Amount
19.	Reinforcement	All Required		
	For Nine Thousand Dollars	Lump Sum		$ 9,000.00
20.	Three Tube Metal Railing	39 Lin. Ft.		
	For Sixty Dollars	per lin. ft.	$ 60.00	$ 2,340.00
21.	Guard Rail, Type 2A (Bridge)	44 L.F.		
	For Twenty Dollars	per lin. ft.	$ 20.00	$ 880.00

Total Amount of Bid $ 99,396.00

14% Eng & Cont # 14,412.00

Consultant & State P.E. # 9,280.00

123,088.00

Less Fed. Funds - 78,000.00

Less SCA Funds - 25,000.00

Costs to City # 20,088.00

Geo. Strawn,

Please check with the City of Heppner to see if they know this and if it is acceptable to them. Then let us know their wishes

Hal K.

8847

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

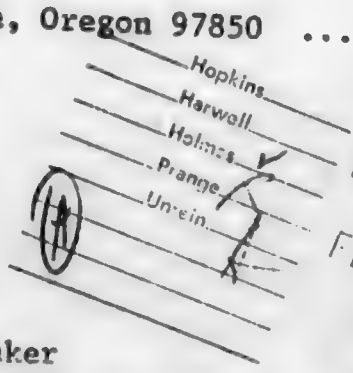
OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 9, 1977



RECEIVED
FEB 10 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

Letter to:

Hanley Engineering, 2043 Main Street, Baker
Anderson, Perry & Associates, P.O. Box 1301, La Grande
Oregon East Engineering, P.O. Box 277, Mt. Vernon

Gentlemen:

Attached are Federal Highway Administration Memoranda concerning the use of timber barricades as barriers for controlling traffic in construction zones.

Recent tests conducted by the Southwest Research Institute under contract to the FHWA show timber barricades to be dangerous and ineffective in restraining and redirecting vehicles at 35 m.p.h. speeds.

Effective immediately, timber barricades are not to be used on Federal Aid projects as positive barriers at any speed.

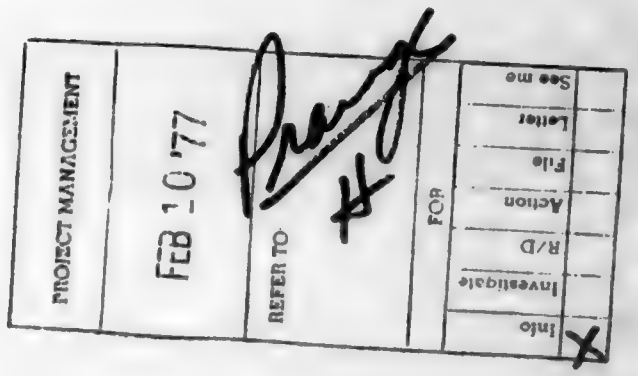
This information is furnished to you in event you are contemplating the use of timber barricades as a positive barrier.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:SH
Enclosure

cc George Hopkins
W. J. Hart
C. T. Keasey
Hal Versteeg
Frank Terpin



Form 81-734-3122

8847

8-7-75 Taylor Bridge Project

1976

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Heppner Date 7-17-75 Div. 5
Population: 1970: 1492 1975: 1500
Street: Morgan Street Bridge

No. of Previous Projects 3
Last Project 1971 (Year)
Total SCA Funds $ 57,444
Funds/Capita $ 28.30
Average/Capita $ 26.70

EXISTING
Surface Now in Place: A. C. ____ Oil ✓ Gravel ✓ Concrete ____
Surface Width: 22 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: 60 Ft.
Remarks:

PROPOSED
Surfacing: A. C. ✓ Oil ____ Other Bridge
Pavement Width: 28 Ft. Shoulder Width: 4 Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 13½ in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.04 Mile, 185 Ft. Type Curb: ____
Remarks:

ESTIMATE

	Unit	Gross*	Price	Amount
~~MOBILIZATION~~ Remove old Str.	~~ALL~~ Sq Ft	$ 650	$ 3.00	$ 1950
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION cu yds.	~~LUMP SUM~~	120	8.00	960
1"-0 AGGR. BASE ~~8"~~ DEEP 13½"	SQ. YD.	260	4.40	1144
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3" DEEP	SQ. YD.	460	6.80	3128
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. ~~FT.~~ YD.			
CONCRETE ~~DRIVEWAYS~~ Structure	SQ. FT.	1425	38.00	54,150
____ INCH DEWER PIPE	LIN. FT.			
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
			TOTAL	$ 61,332
Permanent Signing ($100 per Intersection)				
Flagging				
			TOTAL	$ 61,332
Engineering and Contingencies (20%)				12,268
			TOTAL	$ 73,600
City's Estimated Share of Survey				$ 2,000
			TOTAL ESTIMATED COST	$ 75,600

Cost removal steel structure from bridge

*Items include 10% allowance.

8847

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-45)
SP*F234

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Heppner
City Hall
Heppner, OR 97836
Attention of Honorable J.E. Sweeney
Mayor

Request No. (assigned by staff engineer or head of division) cc 1675

Date December 28, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Note: $25,000.00 was transferred from SCA funds to State Highway advance deposit by invoice dated November 14, 1976 and is to be used as matching funds for both the P.E. and construction in this project.

Contract 8847 FHWA accepted 6-19-81

Itemized Statement: Advance Deposit $25,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the P.E. for the Willow Creek (Morgan St.) Bridge Section in Heppner		2,050.00
		Covered by agreement dated 7/30/75		
		To be retained		$22,950.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 25,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 325-1956-297

Submitted by: Harold Reynolds
Harold Reynolgson

Approved:
Division Engineer

Approved: G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Honorable Jerome F. Sweeney
Mayor
City Hall
Heppner, Oregon 97836

Attention of

Request No. (assigned by staff engineer or head of section) CC 1532

Date November 17, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Return Advance Deposit to the City of Heppner for
Willow Creek (Morgan St.) Bridge-Off-System Roads
Project #OS-2501(1)
SCA funds are to be transferred to State Highway funds and
will be used as matching funds

Covered by agreement dated July 30, 1975

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$1,491.60	
		To be refunded to the City of Heppner		$1,491.60

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,491.60

Is this a partial or final request for billing?

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ -

Give the number of the last previous request in connection with this same service. -

Credit distribution:

Advance Deposit

Submitted by:

Robert H. Prange, Rural Engineer

Approved:

Regional Engineer

Approved:

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

Invoice for Service ed or Goods Furnished the
EGON STATE HWAY DEPARTMENT
by

This Space for Use [illegible] Division

Date November 14, 1975

Invoice No.

P. O. No.

Administrator and State Highway Engineer, Oregon State Highway Division
State Highway Bldg.

Salem, Oregon 97310

Transfer SCA funds per attached agreement:
Willow Creek (Morgan Street) Bridge
City of Heppner
Off-Systems Road Project
OS-2501(1)

Lump Sum $25,000.00

325-1751

8247

Heppner CFF System

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC/TREAS.

PROJECT MANAGEMENT | DEC 29 '76 | REFER TO Hal H | FOR | Info ✓ | Investigate | R/D | Action | File | Letter | See me

December 17, 1976

RE ☐ RCE ☐ RRE ☐ RME ☐
ROE ☐ DEC 20 1976 ☐
RDE ☐ RECEIVED REGIONAL OFFICE ☐

City of Heppner
P.O. Box 756
Heppner, Oregon 97836

mayor

Attention: Jerry Sweeney
Re: Morgan Street Bridge

Dear Jerry:

I am sorry I missed you when I was in Heppner the other day. I understand that you were tied up in Condon. I'll give you a call the next time I am going to be over and maybe we can get together for lunch or something.

We have received preliminary approval from the Oregon State Highway Division in Salem on our footing designs for the Morgan Street Bridge, and we will proceed with our final design. We plan to complete our design drawings and specifications by January 14th, 1977, and submit these to the State for their review and approval. It should take the State approximately six weeks to process these plans and put the job out to bid. If this is the case, the job should be ready to go to bid the 1st of March or shortly thereafter. Hopefully it can be bid and a contractor can be selected so that he may start work as soon as the dry weather hits this summer.

I will keep you posted if we have any problems or changes on the job. Otherwise, we will proceed with this schedule.

Very truly yours,

Stephen C. Anderson, P.E.

SCA/kb

CC: O.S.H.D., George Strawn ✓

8847

Off System

Mr. George Strawn
Region 5 Liaison Engineer

November 30, 1976

ORIGINAL SIGNED BY GEORGE HOPKINS
George N. Hopkins
Local Governments Program Engineer

Revised Consultant Rates
Preliminary Engineering
Willow Creek (Morgan Street) Bridge
UPRR X'ing (Patterson Ferry Road)
Canyon Creek (N. W. Third Avenue) Bridge

The consultant agreements covering these three projects provide that compensation for preliminary engineering work will be on a lump sum basis. We may accept and pay interim billings which reflect the consultant's revised rate schedule. We may not make payments in excess of the lump sum amount stated in the agreement.

GNH/MCH:sch

cc w/att: D. E. Swan
Richard Nacek

8847

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

November 18, 1976

George Strawn

FROM: George Strawn
Liaison Engineer

SUBJECT: Willow Creek (Morgan St.) Br.
Project No. 2501(1)
City of Heppner

TO: George Hopkins
Project Development Engineer
Project Management Section

S A L E M

Attached find revised chargeable rates for engineering which were submitted to us by the consultant for the subject project.

In accordance with the consultant agreement, these rates were subject to change, and we will accept charges at these new rates up to the maximum amount per consultant agreement unless otherwise notified by your office.

GS/dm
Attachments

cc: Anderson, Perry & Associates
Ralph T. Marlatt

RECEIVED
COUNTY & CITY SECTION
NOV 22 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
NOV 22 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Other

LETTER OF TRANSMITTAL

ANDERSON · PERRY & ASSOCIATES, INC.
ENGINEERING, SURVEYING, AND MATERIALS TESTING
P.O. BOX 1301 - LA GRANDE, OREGON 97850
(503)963-8309

DATE: November 17, 1976 | JOB NO. 19
ATTENTION: Marshall Lovgren
RE: Morgan Street Bridge

TO City of Heppner
P.O. Box 756
Heppner, Oregon 97836

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☒ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
1	10/1/76		Chargeable Rates, Effective October 1st, 1976.

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19 _____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Enclosed for your files is a copy of our revised chargeable rates for Off System Roads Projects.

☐ RE ☐ RCE ☐ RBE ☒ RME
☐ ROE NOV 18 1976
☐ RDE RECEIVED REGIONAL OFFICE

RECEIVED
COUNTY & CITY SECTION
NOV 22 1976
☐ ENGR. ☒ CONT. ☐ OE ☐ AE ☐ OE
☐ UPE ☐ OE ☐ RE ☐ UPE

COPY TO O.S.H.D. - La Grande

SIGNED: _____

If enclosures are not as noted, kindly notify us at once.

CHARGEABLE RATES

Effective October 1st, 1976

Name	Hourly Salary	Payroll Taxes	Vacation, Sick Leave, Holidays	Hospital and Insurance	Chargeable Rates
S.C. Anderson	$12.50	$1.33	$1.30	$1.83	$16.96
H.L. Perry	11.54	1.23	1.20	1.73	15.70
R.W. Swinehart	8.71	.93	.50	.45	10.59
R. Melton	7.50	.80	.40	.00	8.70
A. Rieke	6.42	.68	.35	.00	7.45
F. Selle	5.60	.59	.31	.00	6.50
R. Orton	4.62	.49	.27	.16	5.54
G. Flowers	4.33	.46	.23	.00	5.02
D. Countryman	4.50	.38	.24	.16	5.28
H. Boggs	4.33	.46	.23	.00	5.02
G. Andrews	4.00	.34	.22	.00	4.56
P. Karl	3.50	.29	.19	.00	3.98
Survey Assistant	3.00	.32	.16	.00	3.48

8847

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 13, 1976

Re: Morgan Street Bridge
Project OS-1901(1)

RECEIVED
COUNTY & CITY SECTION
AUG 16 1976
☐ ENGR. ☐ CONST. ☑ DE ☒ AE ☐ DE
☑ DPE ☒ CE ☐ DE ☐ DPE ☐

Hon. Jerome F. Sweeney
City Hall
Heppner, Oregon 97836

Dear Mayor Sweeney:

Thank you for your letter of August 12 showing the method used in selecting the consultant for your Off-System project. This document should satisfy the Federal Highway Administration requirement.

In answer to your question concerning the qualifications of Highway Division employees who review your plans the following steps are detailed:

Field Review

Conducted under the direct supervision of W. E. Schwartz, Regional Engineer, and Mr. Dale D. Allen, Regional Construction Engineer.

Final Review

Conducted under the direct supervision of Mr. F. E. Terpin, Location Engineer; Mr. J. H. Versteeg, Design Engineer; and Mr. W. J. Hart, Bridge Engineer.

Final Approval

Given by Mr. H. S. Coulter, Highway Engineer.

All of the above listed personnel are registered in Oregon as Professional Engineers.

Method of selection for the position held is in conformance with special

qualifications requirements stipulated by the Executive Department, Personnel Division.

Hopefully I have answered your question satisfactorily. Do not hesitate to contact me if you have further question.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je

cc: Anderson, Perry & Associates
George Hopkins w/attachment

CITY OF HEPPNER
P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

August 12, 1976

Roger Lang
Regional Federal Aid Engineer
Box 850
La Grande, Oregon 97850

Dear Mr. Lang:

Mr. Stephen C. Anderson is a professional registered engineer and has served as the City of Heppner engineer for approximately four years and is a member of Oregon Professional Registered Council. In my opinion he is certainly qualified as engineer for the Morgan Street Bridge.

Not that we doubt the State of Oregon's integrity, however, I would be interested in knowing if the engineer who reviews the plans is an Oregon registered professional engineer and upon what basis was his selection made?

Yours truly,

J. F. Sweeney, Hy M.L.

J. F. Sweeney, Mayor

JFS/ml

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE ☐
☐ RDE ☐

AUG 13 1976
RECEIVED
REGIONAL OFFICE

8847

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

July 27, 1976

Hon. Jerome F. Sweeney
Mayor
Heppner, OR 97836

Dear Mayor Sweeney:

RE: Morgan Street Bridge, Project OS-1901(1)

I have reviewed the job records file for your project and find I am lacking an important item, method of selection of consultant engineer.

The Federal Highway Administration requires documentation of firms contacted and the particular items considered in the final selection. An exception to this would be where local government has retained a consultant on a long-standing previous agreement.

I have no doubt you and your staff examined all aspects when you selected the consultant for your project. The documentation is requested so that our records will be complete. Please give this matter your early attention.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc George Hopkins

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form 81-734-3122

8847

OSR
Heppner

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Willow Creek (Morgan St.) Br.
Highway: City of Heppner
County: Morrow
Prefix: 325-1956
Res. Engr:

Date June 24, 1976
Ten Year Traffic Coefficient 6.5
18 kip s.a. per day 16.5
R value 17
Frost Penetration 30"±
CBE Total Requirement 19.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0
3.0"	A.C.	6.0
10.0"	A.B.	10.0
14.5"		19.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
COUNTY & CITY SECTION
JUN 2 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

8847

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

6-4-76

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Attention: County-City Unit

Subject: Federal Aid Project No. OS-2501(1)
Project Name Willow Creek Bridge Section
Morgan Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at HEPPNER, Oregon, this 4th day of JUNE, 19 76

City of Heppner

cc John Oaks

J. F. Summers
Mayor

Marshall Longren
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

E HIGHWAY DIVISION
ghway Building, Room 203
, Oregon 97310

Attention: County-City Unit

6-4-76

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Subject: Federal Aid Project No. OS-2501(1)
Project Name Willow Creek Bridge Section
Morgan Street

2025

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at HEPPNER, Oregon, this 4th day of JUNE, 19 76

City of Heppner

cc John Oaks
Harold Brainard

Certified By:
Regional Right of Way Supervisor

Date 2-13-78

J. F. [illegible]
Mayor

Marshall Longren
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

2547

OSK
-Heppner

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

OREGON STATE
HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

April 20, 1976

Re: Willow Creek (Morgan Street) Bridge
Project No. OS-2501(1)
Heppner

Stephen C. Anderson
Anderson, Parry & Associates
P. O. Box 1301
La Grande, Oregon 97850

Dear Steve:

Your request of April 19, 1976 to utilize men and equipment of our geology crew to obtain foundation data for the Morgan Street Bridge project in Heppner is granted.

Location of the test holes and the depth to be drilled will be your responsibility. All data obtained will be turned over to you.

We shall charge the costs connected with drilling of the test holes directly to the survey prefix that has been established for the project. No billing will be made to you for this work and your billing for foundation exploration should reflect only your costs.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je

cc: Ralph T. Marlatt
Bob Prange
Vern Moore

PROJECT MANAGEMENT

APR 21 '76

RETURN TO:

FOR

Info ✓ | Investigate | R/D | Action | File | Letter | See me

Form 81-734-3123

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ COOR. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8247

OSR's
Consult Agree's
City of Heppner

OREGON STATE
HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

April 13, 1976

Stephen C. Andersen
Andersen, Perry & Associates
P. O. Box 1301
La Grande, Oregon 97850

Dear Steve:

In response to your telephone call of this morning concerning the Consultant Agreements executed between Morrow County, the City of Heppner, the City of John Day, and your firm on off-system projects, I offer the following.

The Highway Division has recognized the wording of the disputes section has caused some concern to insurance carriers and consultants. As a result, the revised consultant agreement identifies clearly the final authority in the following statement:

Item 17, page 6 and 7: Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon. Consultant hereby consents to the jurisdiction of the courts of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

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APR 14 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

The Highway Division has no objection to the substitution of the above item into the Consultant Agreement in lieu of the disputes item. This letter is constituted to be authority for such action if you and the local government desire to make the change.

Do not hesitate to call if you have any question.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:jo
Attachment

cc: Judge Jones
Mayor Sweeney
Mayor Moreau
Rainer C. Holmes

3847

OSR
Heppner

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

LaGrande, Oregon

April 13, 1976

FROM: R.C. Lang
Regional Federal Aid Engineer

TO: V.E. Skoog
Controller

SUBJECT: Progress Payment
Willow Cr. (Heppner) Bridge Section
Project No. OS-2501 (1)
Prefix 325-1956
City of Heppner

Attached is progress payment for services renderd on the above project which has been approved by Ralph Marlatt, Project Representative for the City.

The billing appears to be in conformance with guide lines of the Consultant Agreement and the Finance agreement. Your approval is recommended.

RCL:gm
Attachment

cc: Ralph Marlatt
Anderson Perry & Associate
George Hopkins

RECEIVED
COUNTY & CITY SECTION
APR 14 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
APR 14 76
REFER TO: Hal H
FOR
Info ✓ | Investigate | R/D | Action | File | Letter | See me

8847

OSR
Heppner

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
March 12, 1976

FILE:

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: V. E. Skoog
Controller
Finance Section

SALEM

SUBJECT: Progress Billing
Willow Cr. (Morgan St.) Bridge Sect.
Project No. 03-2501(1)
Prefix 325-1956
Heppner

Attached is original billing and approval letter received from Ralph Marlatt, City of Heppner.

The billing has been reviewed and appears to be in compliance with the approved consultant agreement and the construction-finance agreement.

Please advise if further information is required to process payment.

RCL:sh
Attachments

cc Ralph Marlatt
Anderson-Perry & Associates
L. W. Rulien w/attach.

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAR 15 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

CITY OF HEPPNER
P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

February 8, 1976

R. C. Lang
Regional Federal Aid Engineer
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Lang:

This bill has been reviewed and approved and sent to your office for payment. Thank you.

Sincerely,

Ralph Marlatt

Ralph Marlatt
Project Representative
Morgan Street Bridge

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE
☐ RDE ☐

MAR 10 1976
RECEIVED
REGIONAL OFFICE

ANDERSON - PERRY & ASSOCIATES, INCORPORATED

ENGINEERING, SURVEYING, AND MATERIALS TESTING

STEPHEN C. ANDERSON PE
HOWARD L. PERRY PE

March 3, 1976
Job No. 17

City of Heppner
P.O. Box 756
Heppner,
Oregon 97836

Invoice for professional services to date:

Preliminary Design - Morgan Street Bridge

Description of works in progress is as follows:

1. Site Survey & Preparation of Site Map Completed.

2. Hydraulic and Hydrologic Analysis of site for use in Preliminary Designs.

A breakdown of costs is as follows:

S.C. Anderson, 11 hours @ $13.55/hr.	$149.05
G.F. Burnett, 20 hours @ $6.20/hr.	$124.00
Roger Orton, 24½ hours @ $5.00/hr.	$122.50
Survey Assistant, 12½ hours @ $3.35/hr.	$ 41.88
Drafting Assistant, 1 hour @ $3.60/hr.	$ 3.60
Subtotal	$441.03
Overhead Allowance	$358.87
Subtotal Including Overhead	$799.90
Profit	$119.98
Total Amount Due	$919.88

APPROVED
R C Lang
DIVISION ENGINEER
F.A.

cc: Roger Lang, O.S.H.D.

8007

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 2, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project OS-2501(1)
~~Margon~~ Morgan Street Bridge, Heppner Section
Consultant Agreement with
Anderson, Perry, & Associates

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have reviewed the revised copy of the Consultant Agreement between the City of Heppner and the engineering firm Anderson, Perry, & Associates for Engineering Services on the above project as it was handcarried to this office today and find it satisfactory. We have granted authorization to proceed with the project effective January 27.

Herb. L. Green

cc:
OSHD (Laux)
OSHD (Rulien)

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
Rulien
FOR
Init. | R/D | D/R | Sign | Ad. | File

8847

CSR Morrow Co / Heppner

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-2501(1)

STATE PROJECT NO.: Willow Creek (Morgan St.) Bridge Section

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon 2-2-76

PROGRAM NO.:

ITEM NO.: OS-4

COUNTY NAME: Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

To Rog or Lang 2/6/76

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-27-76	1-27-76	Non Federal-aid	City Street

GENERAL LOCATION:

Morgan St. in city of Heppner

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one structure.

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ CO&R. ☑ DE ☒ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☒ UPE ☐

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $9,280 - federal funds $7,238.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 11-25-75 approved this project for inclusion in the federal-aid program.
The agreement with the consutant firm of Anderson, Perry & Associates is hereby approved.
As requested in Mr. Rulien's 10-14-75 letter you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $90,720 federal funds $70,762 in accordance with the procedures of your approved Secondary Road Plan.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-76	E. L. Klaboe	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8847-C

OSR
Heppner

OREGON STATE
HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

January 29, 1976

Re: Off-System Roads Program
Willow Creek (Morgan Street) Bridge

Hon. Jerome Sweeney
Mayor of Heppner
Heppner, Oregon 97836

The Off-System Roads program which you applied for under Section 219, Title 23, U.S. Code, has been approved by the Federal Highway Administration for preliminary engineering.

This authority is for $9,280 and provides funds for survey and design work necessary to advance the project to the contract letting stage.

At this time you should identify the liaison or contact person to be responsible for the project and to receive, audit, approve and forward all bills due to the local agency or your contractor. This is in conformance with "Things to be done by Local Agency", item 2 of the executed Construction Finance Agreement.

The Highway Division or contact person is R. C. Lang, Federal Aid Engineer, La Grande, who will receive all billings from the city for processing and payment. Also, Mr. Lang will be responsible for preliminary engineering compliance with accepted methods developed by the Highway Division. This is in compliance with "Things to be done by the State" in the Construction Finance Agreement. In the absence of Mr. Lang, Mr. Forrest Epley, La Grande, will be the contact person.

By copy of this letter Anderson, Perry & Associates is authorized to begin preliminary engineering on the project as per telephone conversation on January 26, 1976. Proposed design standards shall not be lower than the minimum design standards as approved May 13,

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
JAN 30 '76
REFER TO:
FOR
Info
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R/D
Action
File
Letter
See me

1970, unless specific deviation is authorized by the Highway Division. The latest adopted design standards as contained in the "Standard Specifications for Highway Bridges of the ASSHTO" shall be followed in bridge design. Work is to begin within the time period specified in the consultant agreement.

The project has been classified as a Category 3 Non-Major Action, which requires minimal action to comply with the Oregon Action Plan. I enclose a copy of the approved assessment for your review and action.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachments

cc: Andersen, Perry & Associates
George Hopkins

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

BY (Signature): L. W. Rulien's Octo

TITLE: Project Management E

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

~~STATE~~ ITEM NOS. 4 THRU _____ ~~STATE~~ ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **
4	OS-2501(1)	0.011	100,000	78,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location

Willow Creek (Morgan St.)
Bridge Section. Morrow
County State of Oregon

RECEIV
COUNTY & CITY S
DEC 1 19
☐ ENGR. ☐ COOR. ☑ OE
☐ UPE ☐ CE ☐ RE

11-25-75

8847

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-25-75	G. L. Green, Divis

** Program approval ~~by the Federal Highway Administrator~~ of a project shall not constitute any commitment of Federal funds nor shall it be construed as c
tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FE-46
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	11-25-75
BY (Signature) L. W. Rulien's October 14, 1975 letter	
TITLE Project Management Engineer	

ERAL FUNDS

☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

ITEM NOS. ____ THRU ____ LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
0.011	100,000	78,000	Willow Creek (Morgan St.) Bridge Section. Morrow County State of Oregon	Preliminary Engineering and one structure.

RECEIVED
COUNTY & CITY SECTION
DEC 1 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

COMMENDED TITLE	DATE	APPROVED SIGNATURE AND TITLE
	11-25-75	C R Burgandt G. L. Green, Division Administrator

...project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation to provide Federal funds for the undertaking.

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

October 14, 1975

FEDERA

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		PRESENT	FUTURE
CARD 2	1	City St., Morgan St. in Heppner	ADT	150	300 (56)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. Y
CARD 3	P.E. & 1 bridge						

	CLASS OF FEDERAL FUNDS	COUNTY N
CARD	(Section 219) Off-System Roads	Morr
	NAME OF URBAN AREA 17-31	ROUTE NO.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED TOTAL ESTIMATED COST	ESTIMATED FEDER
1	(1&8)	(10)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		City St., Morgan St. in Heppner	0.011	9,280	7,2
5					ROW					
5					CONST (CODE) X080		'Willow Creek (Morgan St.) Bridge Section	0.011	90,720	70,7
								0.011	100,000	78,0

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(10) (22)(24)

375

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067 Approval Expires February 28 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4, 1975

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	150	300	95	10	Oregon	41	627	4

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
					OS-	2501(1)			

COUNTY NAME: Morrow — CODE: 049

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. | FEDERAL-AID: Non | STATE: City St. | U.S.

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1	9,280	7,238		2,042 (City)	P.E. all phases: Construct reinf. conc bridge (L-60') and approaches. Remove exist. struc. & install guardrail. (City to provide & maintain detour)
1	90,720	70,762		19,958 (City)	ROW-60' normal; access control-none; parking restrictions-none.
1	100,000	78,000		22,000 (City)	

REMARKS

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COUNTY & CITY SECTION
DEC 1 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

-Over-

USCOMM-BUSCO

WILLOW CREEK (MORGAN STREET) BRIDGE SECTION

PROJECT NO. OS-2501(1)

Existing Facilities: Roadway--14' oil mat with 1' shoulders.
Structure--Timber pony truss, length 50', HC 18'.

Adjacent Sections: 14' oil mat surface with 1' gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Remove existing bridge and construct, on existing alignment, a reinforced concrete slab span bridge 60' in length having a horizontal clearance of 28' with 4' walks on each side. Grade and drain approach roadways at each end of the bridge and install guardrail.

Note: The preliminary and construction engineering will be accomplished by the consultant engineering firm of Anderson, Perry and Associates with review and contacting by State forces.

Additional Right of Way: None required.

Exceptions to Minimum Design Standards: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location Design--Not a factor in the development of this project.

, HC 18'.

rs.

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span bridge
rance of 28'
drain
ridge and

ccomplished
nd Associates

rical and

Oregon Action
development of

IM 50-1-70 Requirements:

(a) State Clearinghouse--Exempt from A-95 review under working agreement.
(b) District 12 Clearinghouse--It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on

Route Date: City Street which serves a school and is a mail route.

Note: This project is in Congressional District No. 2.

8847

November 17, 1975

City of Heppner
City Hall
Heppner, OR 97836

Attention: Marshall Lovgren
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5450

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Willow Creek Bridge Section of Herman Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8847

OSR
Heppner

Salem
November 13, 1975

Robert H. Prange
Rural Engineer

Mr. Vern Skoog
Controller, Finance Branch

Att: Mr. Dick Hacek

Return Advance Deposit
Willow Creek (Morgan St.) Bridge
City of Heppner
Off-Systems Road Project
OS-2501(1)

On September 5, 1975 we received $1,491.60 from the City of Heppner as the advance deposit for the subject project. We are now requesting that you return the $1,491.60 to the City because the $25,000 SCA funds are to make up the matching funds for this project.

The Transportation Commission approved the City of Heppner SCA funds on September 24, 1975. So would you transfer $25,000 from the SCA account to the State Highway funds.

A copy of the tabulation to the Transportation Commission and a copy of the Agreement with the City are attached for your reference.

HR:dp

Attachments

Form A-65—5M—4-68

Date November 14, 1975

Invoice No. .....

P. O. No. .....

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by
Administrator and State Highway
Engineer, Oregon State Highway
Division
State Highway Bldg.

Salem, Oregon 97310

This Space for Use of Accounting Division

Transfer SCA funds per attached agreement:
Willow Creek (Morgan Street) Bridge
City of Heppner
Off-Systems Road Project
OS-2501(1)

Lump Sum $25,000.00

335-1701

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Honorable Jerome F. Sweeney
Mayor
City Hall
Heppner, Oregon 97836

Attention of

Request No. (assigned by staff engineer or head of section) CC 1532

Date November 17, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Return Advance Deposit to the City of Heppner for
Willow Creek (Morgan St.) Bridge-Off-System Roads
Project #OS-2501(1)
SCA funds are to be transferred to State Highway funds and
will be used as matching funds

Covered by agreement dated July 30, 1975

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$1,491.60	
		To be refunded to the City of Heppner		$1,491.60

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,491.60

Is this a partial or final request for billing?

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ –

Give the number of the last previous request in connection with this same service. –

Credit distribution:

Advance Deposit

Submitted by:

Robert H. Prange, Rural Engineer

Approved:

Regional Engineer

Approved:

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8847

CSR
Heppner

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

November 10, 1975

Re: Willow Creek (Morgan Street) Bridge Section Construction-Finance Agreement

Hon. Jerome F. Sweeney
City Hall
Heppner, Oregon 97836

Dear Mayor Sweeney:

I am returning the 3 copies of the Construction Finance Agreement you recently submitted to the County-City Unit in Salem.

Please note on page 4 of the agreement that it is necessary to identify that the "city officials have acted on this matter pursuant to resolution number _____".

We attempted to process the agreement on the basis of the previous resolution covering the SCA agreement, but it was found not to be acceptable.

When the resolution is adopted please forward the agreements directly to Mr. Robert H. Prange, Rural Engineer, County-City Unit, so we may expedite further processing.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachments

cc: Robert Prange

RECEIVED
COUNTY & CITY SECTION
NOV 13 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

8847

Hcgpiece case

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 5, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project OS-2501(1)
Willow Creek (Morgan Street) Bridge Section

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed the October 14 program submittal for the subject project and find the same defects in the consultant agreement as were noted in the Wallowa County project. It will be necessary to revise the agreement to provide either an actual cost plus fixed fee method of payment for the construction engineering or provide for complete control by the county for that portion of the work. This question has been discussed with your personnel.

G. L. Green

cc:
OSHD (Rulien)

See Letter to R. Lang re Wallowa Co, Morrow Co. etc. Heppner case

Manner Hall #

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

ACTION
NOV 12 1975

RECEIVED
COUNTY & CITY SECTION
NOV 12 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

8847

OSR
Morrow Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

October 23, 1975

FILE:

FROM: L. W. Rullen
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Morgan Street (Willow Creek Bridge)(Heppner) Section
Morrow County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

APPROVED
E.S.H.
E. S. Hunter
Date 10-23-75

RECEIVE
COUNTY & CITY SECTION
NOV 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

RECEIVED
STATE HWY ENGR
OCT 23 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 17,1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project OS-2501(-)
Morgan Street (Willow Creek Bridge)
Morgan Street, Heppner, Oregon
Environmental Assessment
MORROW Co.

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's October 3 letter has been reviewed.

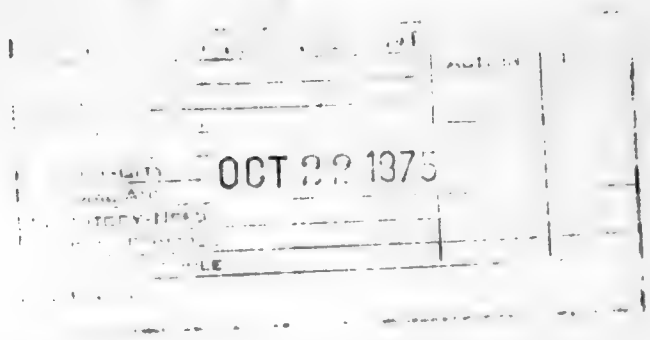
We concur with your finding that the proposed project constitutes a nonmajor action.

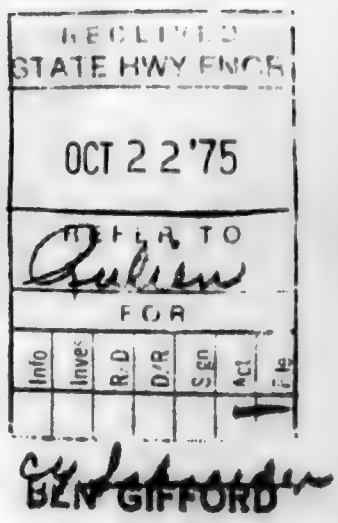
It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)
1041DA.5





Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 29, 1975

A. PROJECT IDENTIFICATION

Name of Project Morgan Street (Willow Creek) Bridge (Section) 05-2501(-)

Location of Project - Morgan Street (Highway Name) _____ (Highway No., US - ORE)

Heppner (City) Morrow (County) 5 (Region)

Program O.S.R. (Funding) $100,000 (Estimated Cost) _____ (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide a safe structure for the motoring public.

Origin and History: Existing strucutre has deteriorated and has suffered structural damage from past flow and overloads.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 60' ±

Termini Approximately 200' each side of Willow Creek.

Alignment (new or existing) Existing city street right-of-way as shown on official town plat will be used.

CATEGORY 3 PROJECT
non-major

Form (2)9-74

Description of Project (cont

Right-of-Way (acreage and type of land use) No right-of-way to be obtained.

Typical Section Two 12' travel lanes with 2' shy distance to curbs.

Bikeway N.A.

Structures To be replaced.

Additional Facilities None

Access Control None

Materials To be obtained from commercial sources.

Borrow and Waste Disposal None involved.

Special Construction Methods Pre-stressed concrete slab span.

Characteristics (ADT) 150

Other General Information (or Supplemental information to items)

Existing structure is now limited to passenger cars only. It is necessary to route school busses over alternate city streets, adding approximately 1½ miles to the route.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives to be considered are limited to a "Do-Nothing Approach" which will result in eventual closure of the structure to all traffic. Residents of the area and school children would be required to use alternate routes.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Input to date has been limited to Council Meetings. Public will be solicited for input.

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Full coordination.

Expected Coordination with Individuals, Groups, and Organizations During Project Development Full coordination.

F. STATUS OF PROJECT DEVELOPMENT

OSHD		FHWA	
Status	Date	Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Area influencing the flow of Willow Creek through Heppner is rolling mountains with little vegetation to control run-off.

Immediate area of the project is urban in nature.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use is combined residential and business. Impact of noise and air esthetics will be minor increase over present levels.

It is anticipated the construction activities required to replace the structure will cause only minor inconvenience to residents, schools and businesses. The establishment of a safe structure is paramount in the view of the City. No utilities will be affected.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No right-of-way to be acquired.

Consequences:

None

2. Estimated Changes in Traffic Patterns:

School busses will use the street.

Consequences:

Slight increase through the area; however, a one-way grid be re-established in the area of the high school (presently discontinued).

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

   No change.

   Consequences:

   None

4. Expected Adverse Effects on Natural Ecological Resources:

   No adverse effects.

   Consequences:

   None

5. Expected Adverse Effects on Cultural and Scenic Resources:

   No adverse effect.

   Consequences:

   None

6. Preliminary Identification of Areas of Critical Environmental Concern:

   No identifiable areas apparent.

7. Potential for Controversial Issues:

   No controversial issues anticipated.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N.A.

b. Noise Standards

N.A.

c. Water Quality Standards

Contractor shall exercise all necessary precautions against stream pollution.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [X] Category 3 [ ] Category 4

K. TYPE OF ACTION

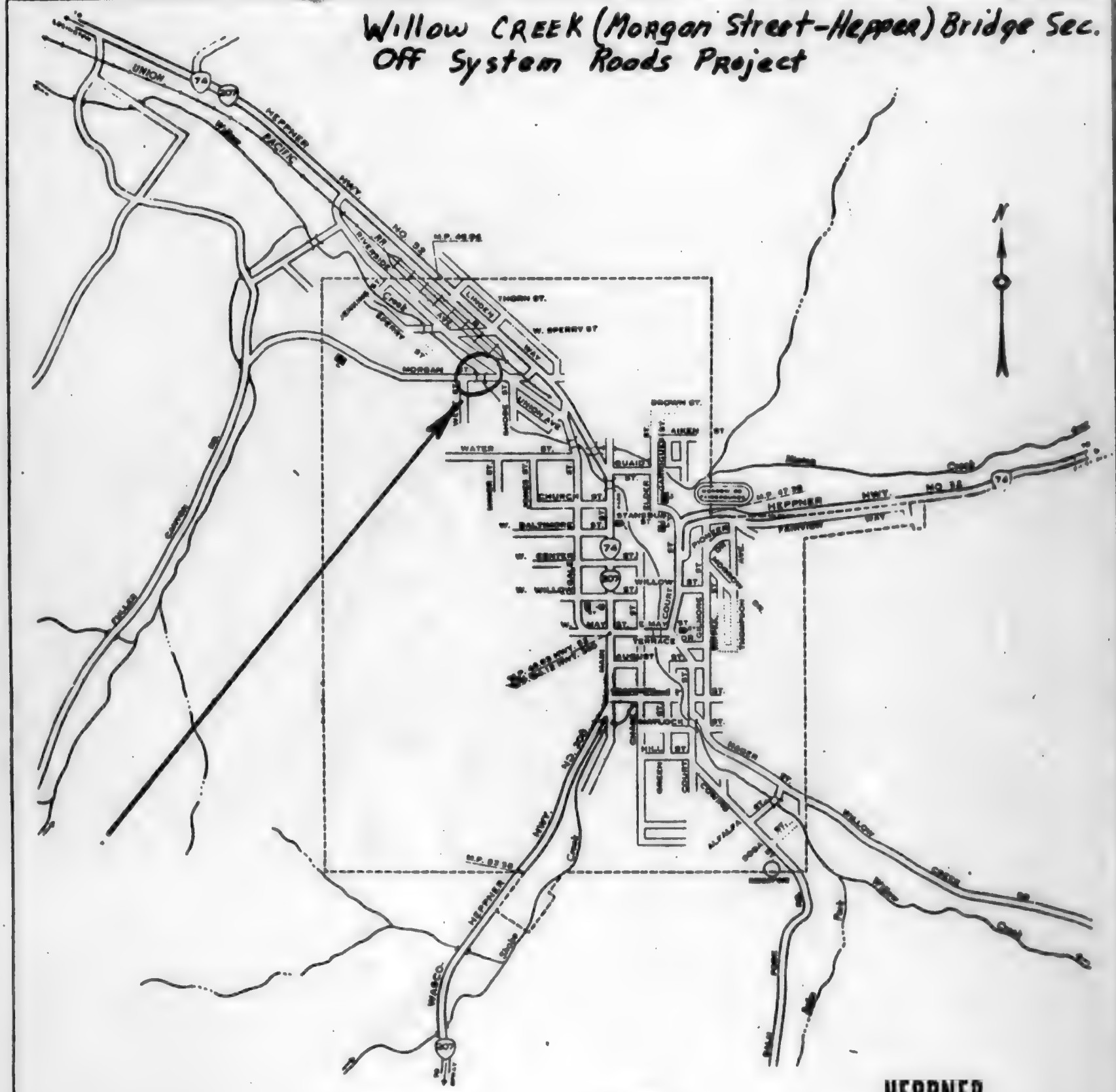
[ ] Major Action
- [ ] Significant [ ] Non-Significant

[X] Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS
[ ] Final EIS
[ ] Supplemental Draft EIS
[ ] Supplemental Final EIS
[X] Assessment Only
[ ] Section 4(f)
[ ] Negative Declaration
[ ] State-Wide Negative Declaration
[ ] Preliminary EIS
[ ] OTHER _____

Willow CREEK (Morgan Street-Heppner) Bridge Sec.
Off System Roads Project



SIGNED ROUTES

INTERSTATE — (5)
U.S. — (30)
ORE. — (88)

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cc – City Hall
  - cr – Court House
  - a – Armory
  - l – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

May 1, 1961

FORM [illegible] (Rev. 5-73)

8847

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 17,1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project OS-2501(-)
Morgan Street (Willow Creek Bridge)
Morgan Street, Heppner, Oregon
Environmental Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's October 3 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)
1041DA.5

RECEIVED
STATE HWY ENGR
OCT 22'75
REFER TO
Rulien
FOR
Info | Inver | R/D | D/R | Sgn | Act | File

Cy Schneider

8847

PRO 6-2

October 14, 1975

TO G. L. Green, Div. Adm.
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-2501(1)

We are submitting program data for one project, Item No. 4, Project No. OS-2501(1), "Willow Creek (Morgan St.) Bridge Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering as programed at an estimated total cost of $9,280 with federal funds of $7,238.

It is understood your approval of the program will result in an obligation of $100,000 in total cost and $78,000 in federal funds.

CL:md

Enclosures

cc: M. E. Schwartz

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AI (P

October 14, 1975

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE
CARD 2	1 (18) (20)	City St., Morgan St. in Heppner 21 68	ADT	150	300 (66) (70)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	
CARD 3	P.E. & 1 bridge 28 62	(63) (65)	(66) (69)	(70)	(71)	(73)	(72) (73)	(74)

CARD

CLASS OF FEDERAL FUNDS: (Section 219) Off-System Roads

COUNTY NAME: Morrow

NAME OF URBAN AREA: 17-31

ROUTE NO.

FEDER... No...

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ... TOTAL ESTIMATED COST	ESTIMATED PROJ... FEDERAL FU...
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		City St., Morgan St. in Heppner	0.011	9,280	7,238
5					ROW					
5					CONST (CODE) x080		"Willow Creek (Morgan St.) Bridge Section	0.011	90,720	70,762
							PROJECT TOTALS	0.011	100,000	78,000

(116) (23) (24)

CARD 1	CODE 1	PREPARED BY CL
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

14, 1975

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	150	300	95	10	Oregon	41	627	4

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
					OS-	2501(1)			

COUNTY NAME: Morrow — CODE: 049

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. | FEDERAL-AID: Non | STATE: City St. | U.S.

ILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
.011	9,280	7,238		2,042 (City)	P.E. all phases: Construct reinf. conc. bridge (L-60') and approaches. Remove exist. struc. & install guardrail. (City to provide & maintain detour) ROW-60' normal; access control-none; parking restrictions-none.
.011	90,720	70,762		19,958 (City)	
.011	100,000	78,000		22,000 (City)	

REMARKS

-Over-

USCOMM DUSCOMM-DC 48908-P61

WILLOW CREEK (MORGAN STREET) BRIDGE SECTION

PROJECT NO. OS-2501(1)

Existing Facilities: Roadway--14' oil mat with 1' shoulders.
Structure--Timber pony truss, length 50', HC 18'.

Adjacent Sections: 14' oil mat surface with 1' gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Remove existing bridge and construct, on existing alignment, a reinforced concrete slab span bridge 60' in length having a horizontal clearance of 28' with 4' walks on each side. Grade and drain approach roadways at each end of the bridge and install guardrail.

Note: The preliminary and construction engineering will be accomplished by the consultant engineering firm of Anderson, Perry and Associates with review and contacting by State forces.

Additional Right of Way: None required.

Exceptions to Minimum Design Standards: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location Design--Not a factor in the development of this project.

IM 50-1-70 E

Urban Trans

FHPM 7-7-2

Route Date:

Note: This

HC 18'.

s.

g:

n existing
span bridge
rance of 28'
drain
ridge and

complished
nd Associates

rical and

Oregon Action

development of

IM 50-1-70 Requirements:

(a) State Clearinghouse--Exempt from A-95 review under working agreement.
(b) District 12 Clearinghouse--It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on

Route Date: City Street which serves a school and is a mail route.

Note: This project is in Congressional District No. 2.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

October 7, 1975

FILE:

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Engineer

Project #OS-2501(1)

City of Heppner

Section: Willow Creek (Morgan St.) Bridge

Termini: Within the City of Heppner

Proposed Work: All phases of P.E., also grade, pave and structure

Project Length: Approximately 450'

5250
2520
7880

Costs:

	Total	Federal	City
P.E. Consultant	~~$ 5,380.00~~ 7880	~~$ 4,196.40~~ 6142	~~$ 1,183.60~~ 1738
State	1,400.00	1,092.00	308.00
~~Construction~~	~~93,220.00~~ 90,320	~~72,712.00~~ 70,762	~~20,508.00~~ 19958

Existing Facilities: Timber pony truss bridge 50' long with an 18' roadway, on concrete abuttments. Roadway on either side has an 14' oil mat with 1' gravel shoulder

Adjacent Sections:
East End:
- 14' oil mat with 1' gravel shoulders
West End:

Project Data: All phases of P.E. for this project.

Construction: A reinforced concrete slab span bridge approximately 60' long with a 4' side walk on each side. Also construct the approaches and connections to the structure to taper to meet the existing roadway on each side. Signing by contractor. City is responsible for the detour. Contractor is to remove and dispose of the existing bridge, a and install guardrail. Engineering by a consulting firm (Anderson, Perry and Associates).

Right-of-Way: 60'

Minimum Design Standards: No deviations from standards

System Action: None; Off-System project

Route Data: This is a street in the city of Heppner that serves a school and is a mail route.

Public Hearing: not required

Environmental Assessment:

Park and Recreation Area Effected: none in area

Relocation Assistance: no one moved

Social, Economic and Environmental Effects Considered: Yes

Location Design Approval: Will be acquired at proper time

Clearinghouse Approval:

Council of Government:

Approved D.O.T.: 7/30/75

ADT(current): 150

8847

RESOLUTION

10-6-75

WHEREAS, The State of Oregon, acting by and through its Oregon Transportation Commission, has caused to be prepared and submitted to the City of Heppner an agreement providing for the improvement of Morgan Street Bridge within the said City, by the terms of which agreement the State is to pay the costs, excepting concrete curbs and sidewalks, not to exceed $25,000.00 and the City is to pay the total cost of concrete curbs, sidewalks and any additional costs in excess of $25,000.00 as its share of the total cost of such improvement, and

WHEREAS, said agreement as submitted has been read in full to the Council of said City and approved as submitted,

NOW, THEREFORE, BE IT RESOLVED by the City of Heppner that the Mayor and City Foreman are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing resolution was duly adopted by the Council of the City of Heppner on the 6th day of October, 1975.

J.F. Sweeney

J.F. Sweeney, Mayor

ATTEST: Marshall Lovgren

Marshall Lovgren, Recorder

8847

Consult Agree's
OSB's, Rgn 5

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

September 30, 1975

Robert Straub
XXXXXXXXXX

Steve Anderson
Anderson, Perry & Associates
P. O. Box 1301
La Grande, Oregon 97850

Dear Steve:

The Federal Highway Administration has questioned the method of computing job costs as defined in Exhibit A of your Consultant Agreement with the City of Heppner and Wallowa County.

The particular statement involved is contained on page 9 and is as follows: "The standard method of charging for services is usually based on the actual cost of the man, plus a factor for overhead (usually a multiplier times the actual hourly cost)."

Federal regulations prohibit the use of a multiplier in computation of job costs.

An acceptable method of describing the job costs would be "X"% of overhead (hourly wages, fringe benefit, etc.) + "X"% for profit.

I have been recently furnished an acceptable method of identifying engineering costs by our Project Management Section and I enclose a copy for your study. It is suggested you also use this guide for attachment A in formulating agreement with the City of Elgin and Morrow County.

Sincerely,

R. C. Lang
Regional Planning Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE
☐ UPE ☐ CE ☒ RE ☒ RPE

ROUTING	ACTION	INFO
ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

OCT - 1 1975

RCL:je
Attachment

cc: R. H. Prange

8847

September 24, 1975

Mr. Ralph T. Marlatt
City Engineer
City of Heppner
City Hall
Heppner, Oregon 97836

Dear Mr. Marlatt:

Your proposed project, Morgan Street Bridge, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $75,600. with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8-17

September 23, 1975

City of Heppner
City Hall
Heppner, OR 97836

Attention: Marshall Lovgren
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5450

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an off-system project for construction of the Morgan Street Bridge of Willow Creek.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

3847

OSR
Heppner

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 8, 1975

FILE:

FROM: L. W. Pilkington
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer
B U I L D I N G

SUBJECT: Consultant Agreement
Off-System Project
Willow Creek (Morgan Street) Bridge
City of Heppner

MISC. CONTRACTS and AGREEMENTS No. 2557

Attached for your approval is the subject consultant agreement. This is a typical agreement which FHWA has approved as to form and content. The Bridge Section has reviewed it and found the engineering cost and estimates to be reasonable.

If you approve, please sign the agreement on page 8 and the Consultant Certificate on the last page, and return it to the County-City Unit for further processing.

RHP:scr

Attachment

Hal:
OK To Program P.E.

Gave Consult. Agree (2)
to Cliff Laux 10-16-75

RECEIVED
STATE HWY ENGR
SEP 9'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
COUNTY & CITY SECTION
SEP 10 1975

8247

OSR
Heppner

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Willow Cr(Heppner) Bridge

Highway Morgan Street

County Morrow Region 5

Date August 25, 1975

Authorization No. 1

Survey Prefix 325-1956
(Assigned by Salem office)

Description of termini, route, length, etc.: From West Street east on Morgan Street to Riverside Avenue

Project No. OS-2501(1)

RECEIVED
COUNTY & CITY SECTION
FEB 5 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

NOTE: This prefix supercedes Prefix 325-1954 which has been cancelled.

Purpose of survey:

Monitor P.E. Work by Consultant	901	$ 500.00
Final Design and Review	905	200.00
Environmental Assessment and Review	923	200.00
Prepare Plans and Specifications	921	500.00
		$ 1400.00

Estimate of cost:

OS-2501 (1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,400

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

R.C.Lang
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

2-2-76

8717

Heppner

OS 2501(1)

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

Robert Straub
XXXXXXXXXX

August 12, 1975

Re: Proposed Off-System Project
Willow Creek (Morgan Street
Heppner) Bridge Section
Project No. OS-2501(1)

The Honorable Jerome F. Sweeney
Mayor of Heppner
Heppner, Oregon 97836

Dear Mayor Sweeney:

The Transportation Commission has approved your proposed Off-System project for funding under the Off-Systems Road Program.

In order that we may proceed with the programing of the project the following items are needed:

1. Three signed copies of the project agreement which are enclosed.

2. An advance deposit of 22% of the preliminary engineering estimate as defined by your consultant engineer. The deposit is required to activate the project, as no approval was given to expend S.C.A. monies by the D.O.T. Commission.

Upon receiving the above information the Highway Division will program preliminary engineering for F.H.W.A. approval. You will be notified when work may begin.

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO.
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID	AUG 13 1975	
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

Sincerely,

W. E. Schwartz
Regional Engineer

By

R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachments

cc: George Hopkins

7847

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed Off-System Roads Projects**

AGENDA
JUL 3 01975
4g

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the projects is ~~$193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

Omit

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

Omit

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

The total estimated cost of these projects is ~~$3,392,800~~ 3,104,800 of which ~~$2,646,384~~ 2,421,744 will be federal costs and ~~$746,416~~ 683,056 will be the responsibility of the local agencies. There will be no cost to the State.

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

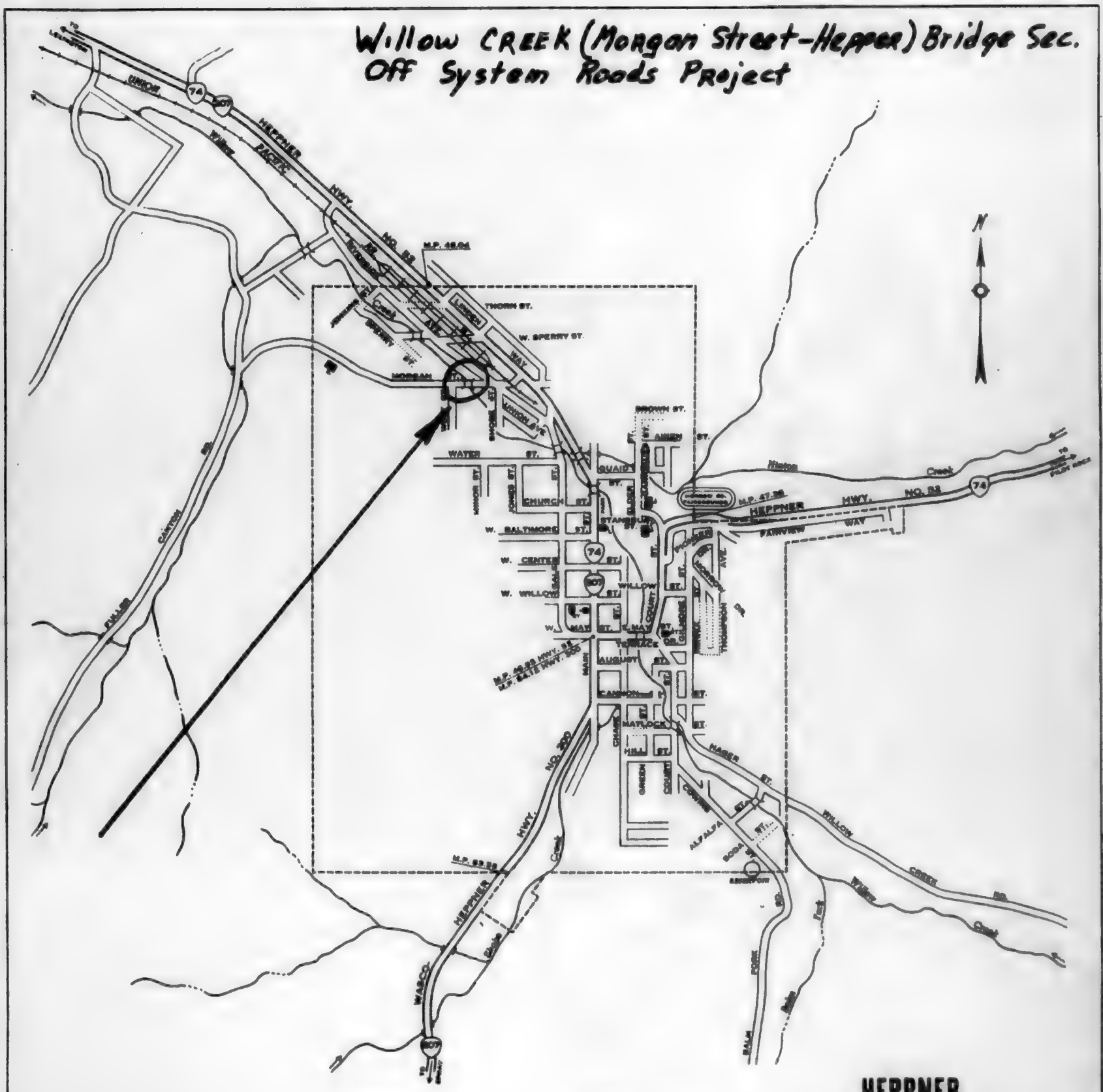
CITY OF HEPPNER
Proposed OSR Project

Project No. OS-2501(1)
Willow Creek (Morgan Street-Heppner) Bridge Section
Bridge and Approaches
$100,000

Construct a reinforced concrete bridge at the existing location with a 28-foot roadway and a 5-foot sidewalk on the upstream side. No curbs on street. Approaches and connections are to be part of contract. City will offer a hearing. Engineering is to be done by a consultant. No additional right-of-way is required. Utilities are involved.

NOTE: THIS PROJECT IS DEPENDENT UPON APPROVAL OF A SPECIAL CITY ALLOTMENT PROJECT.

Willow CREEK (Morgan Street-Heppner) Bridge Sec.
Off System Roads Project



SIGNED ROUTES

INTERSTATE 8
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - ct – Court House
  - a – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

0 1 2

May 1, 1961

8847 ① C 7-17-75

Hepner - Morgan St.

This is an old Truss Str. wooden. Bridge is sagging and limited to auto traffic only.

This is an off system request and is now an 18'x36' Str. 90-

Hepner - Morgan St
Bridge -

Upstream Arm looking
West

C51S931 D

Hepner - Morgan St.
Bridge.

upstream Arm looking
South

C51S931 D

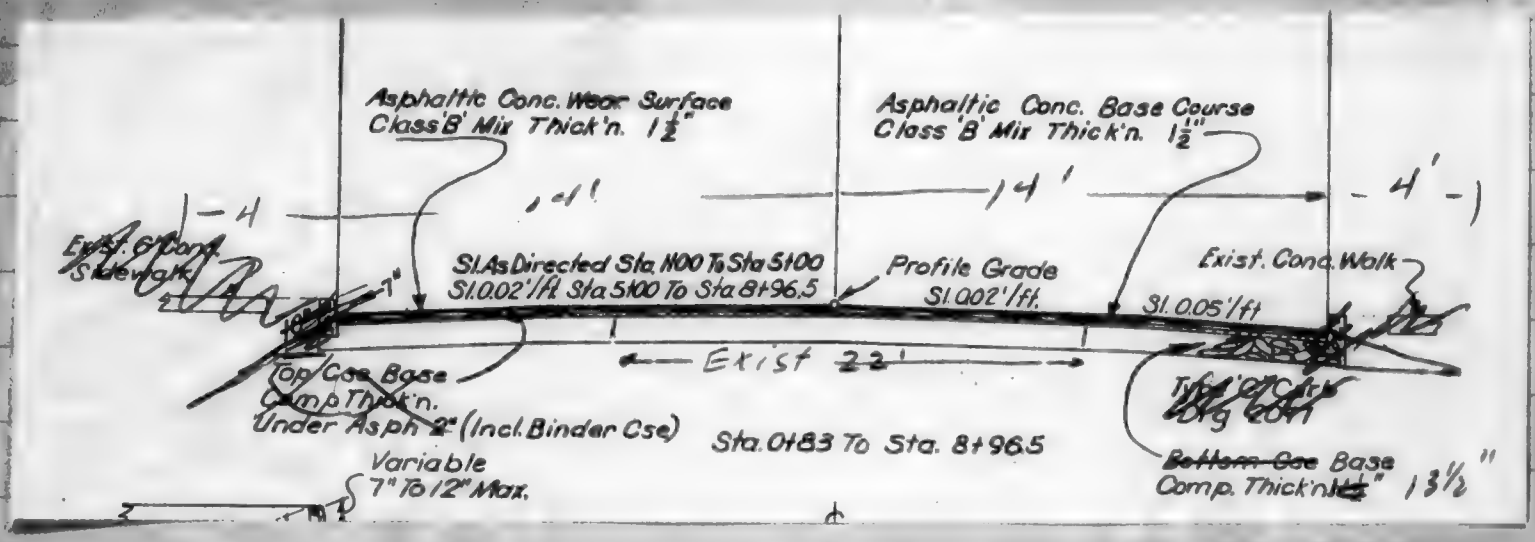
7-17-7

7-17-75

Heppner Morgan Street Bridge

Length - 150' & Appr's.

35' Structure.



Grading -

$$\frac{14' \times 150 \times 1\frac{1}{2}}{27} = 108.8 \times 1.10 = 120 \text{ Cu yd.}$$

Base - $\frac{14 \times 150}{9} =$ $233.3 \times 1.10 = 260$ Sq yd.

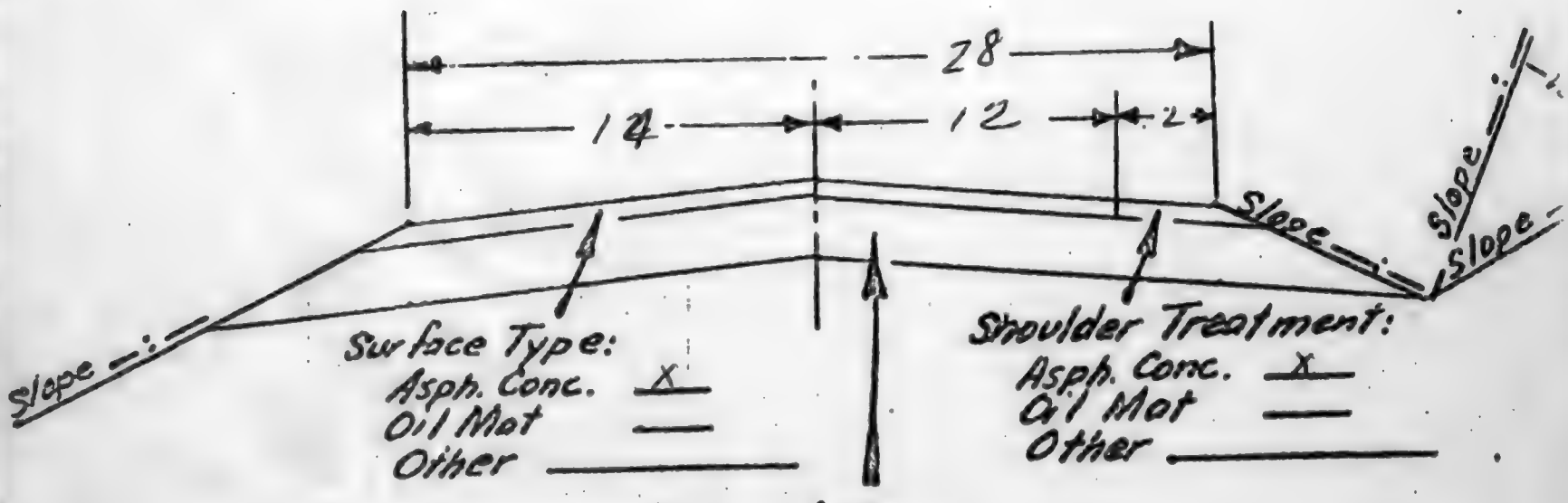
Pave - $\frac{(14 \times 150) + (\frac{22 \times 150}{2})}{9} =$ $416\frac{6}{9} \times 1.10 = 460$ Sq yd.

Structure

$36' \times 36' =$ $1296 \times 1.10 = 1425$ Sq Ft.

TYPICAL SECTION

TAPER SECTION

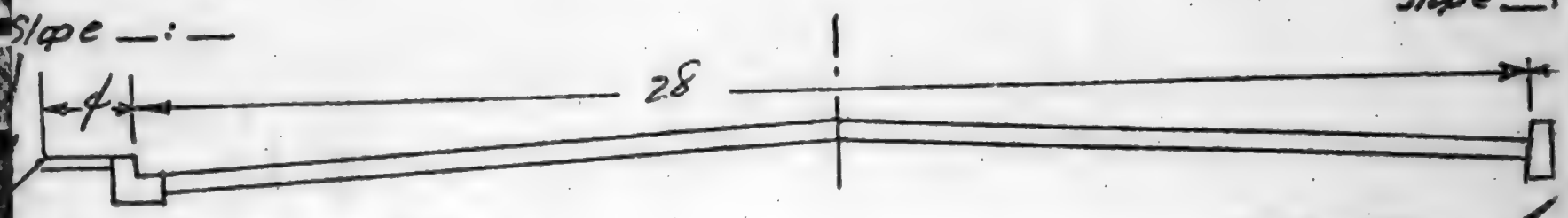


Surface Type:
Asph. Conc. X
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone X
Asph. Treated —
Cement Treated —

BRIDGE SECTION



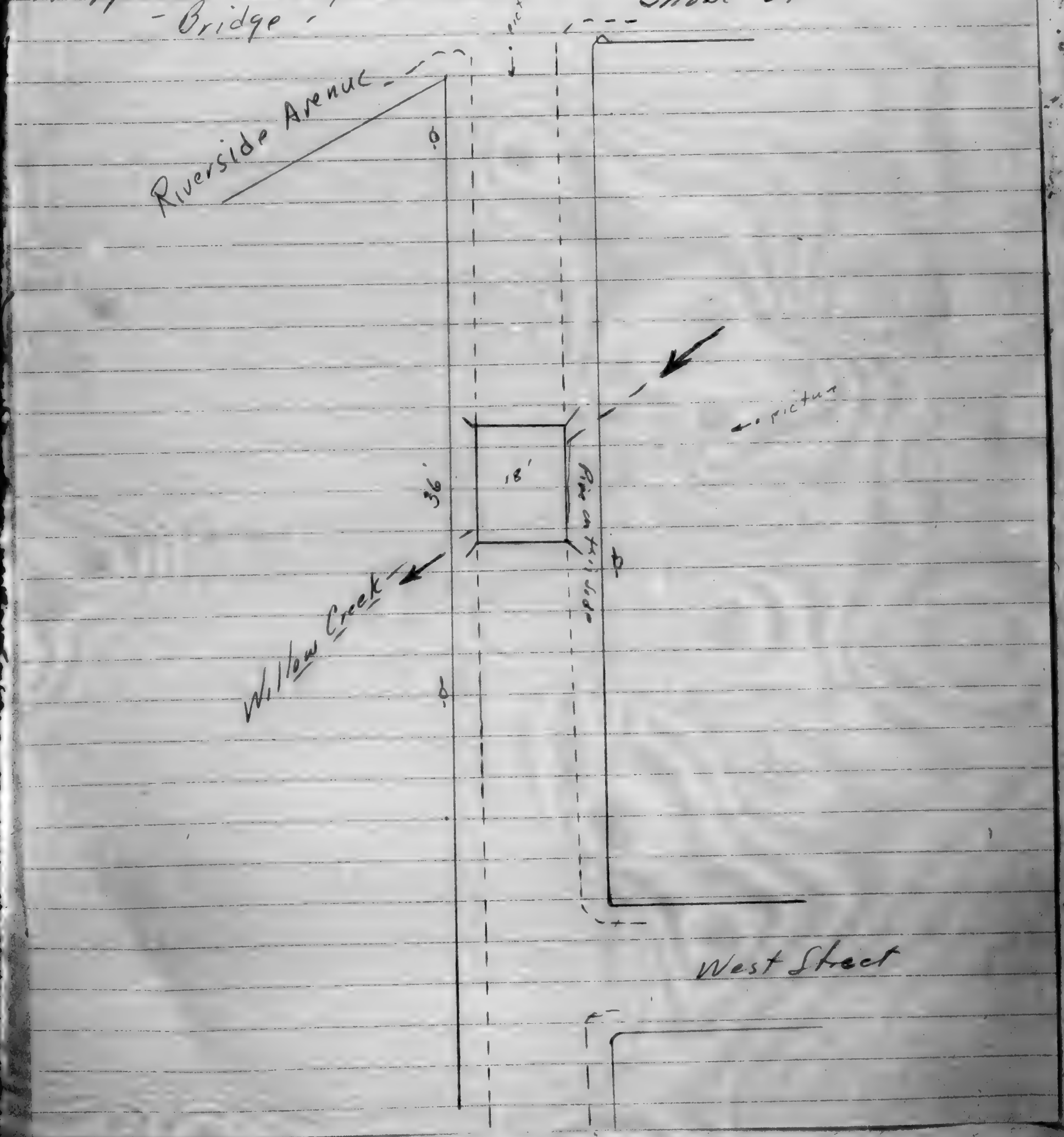
No. of Lanes 2
Lane Width 12
Shoulder Width — or Shy Dist. from Curb 2
Median Width —
Total Width between Curbs —

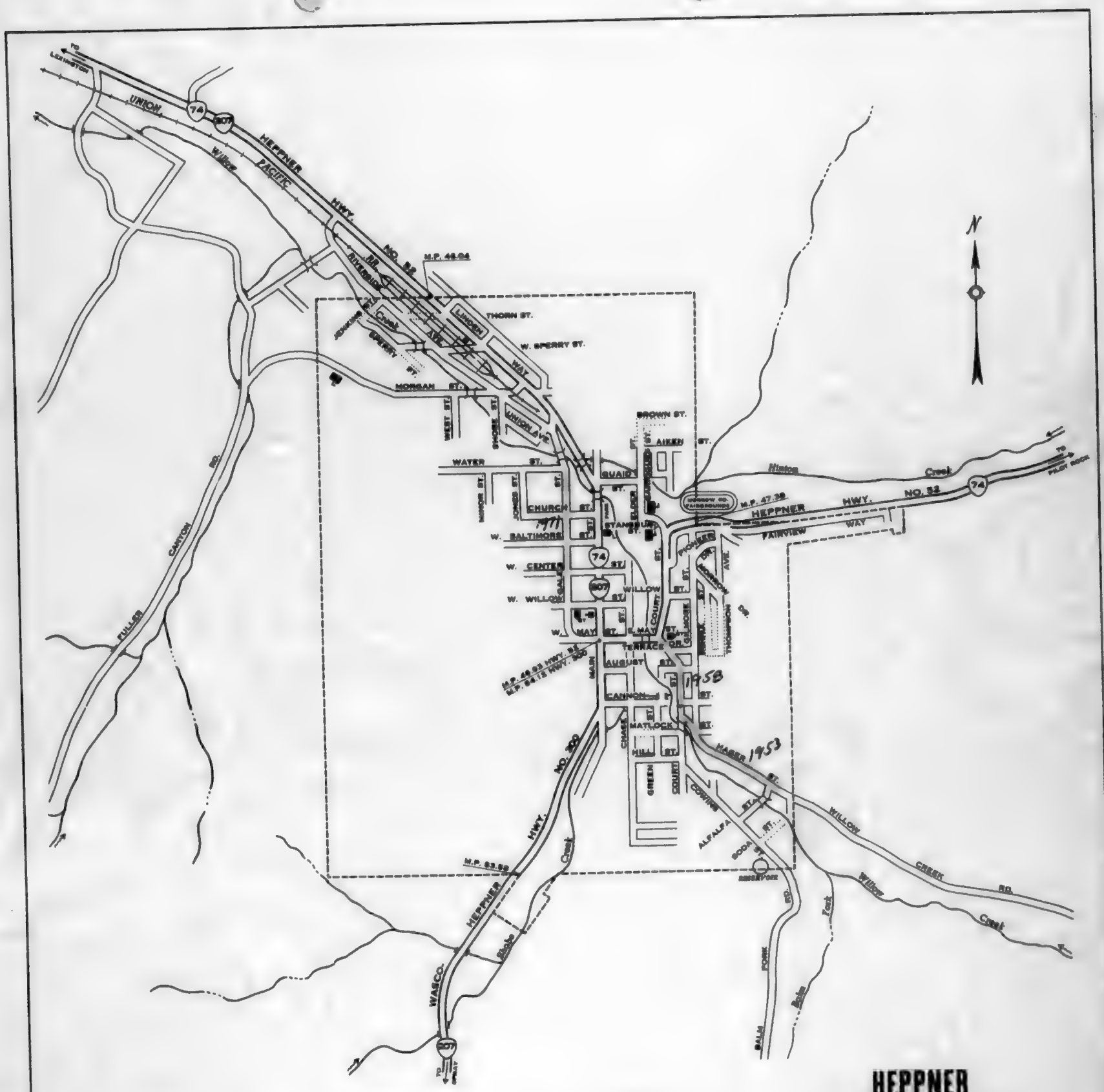
Foot paths:
Asph. Conc. —
Gravel —

Curbs:
Type "C" —
Curb & Gutter —
Other —

7-17-75

Heppner - Morgan St. - Bridge -





SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

May 1, 1961

No County Roads - 5-17-73

8847

PROJECT REQUEST
SECTION 219 OF U.S. CODE, TITLE 23
"OFF-SYSTEM ROADS"

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Name of ~~County~~ City HEPPNER Rd. No. — Date 6/26/75
County Road Name or street MORGAN ST
Section Name MORGAN STREET (WILLOW CREEK) BRIDGE Sec
Type of Project BRIDGE REPLACEMENT & APPROACHES
Location of Project (Attach sketch map)
ADT 150 Design Speed 25

Is this request for bridge design only? Yes ____ No X
Yes ____ No X
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

Re item 12

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width 24 ~~22~~
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type AC Width Each Side 2
(AC, Pug Cold Mix, Oil Mat) Total Top Width 28

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes ____ No X

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

All References to County on this application ARE understood to BE the City of Heppner

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use X
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X No_____

12. Will replacement be by: County_____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No X } By Contract

14. Will County adjust structure to additional width? Yes____ No X }

15. Will adjusted width be standard? Yes X No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No X

17. Does County wish sight posts installed? Yes____ No X

Re item 8c

~~18. Does County wish State to permanently stripe project? Yes____ No____~~

19. Will County do striping? Yes____ No X

20. Does County wish guardrail installed? Yes____ No X
By County_____ Contractor X If required
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No X
By seeding and mulching Yes____ No X
By rock blanket Yes____ No X
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No____

23. Can through traffic be detoured? Yes X No____

24. Must new detour be constructed? Yes____ No X

25. Will detour be constructed and maintained by County? Yes X No ____
EXISting City Streets to be used

26. Will detour be constructed & maintained by Contractor? Yes ____ No X

27. Will County sign project outside work area during construction?
Yes ____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No ____

29. Should contract provide for permanent signing? Yes X No ____

Re. item 8c

~~30. Should State do permanent signing? Yes ____ No ____~~

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Funding of project is contingent upon Approval of SCA from the STATE Hwy Division

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream WILLOW CREEK
2. Name of bridge MORGAN ST
3. Dimensions of existing bridge. Length ____ Roadway Width ____
4. Type of design and material used in existing bridge. TIMBER structure on CONCRETE Abutments
5. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.
6. Desired width of proposed bridge 28' Approx. length 60'
(NOTE: ~~Standard width of FAS structure is traveled way plus full shoulders.~~)

7. Are sidewalks desired? Yes X No ____
Upstream X Downstream X Width 4

8. Does County wish a particular type of bridge design? Yes X No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) REINFORCED CONCRETE SLAB SPAN (PRESTRESSED)

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No X
Explain ____

10. Foundation Testing: By County? Yes X No ____
~~By State?~~ ~~Yes ____ No ____~~

Re item 8b

11. Will County close road during construction? Yes X No ____

12. Can presently established road be used as detour? Yes ____ No X

13. Must a new detour be constructed? Yes ____ No X

14. Will detour be constructed & maintained by County? Yes X No ____
EXISTING CITY STREETS WILL BE USED

15. Will detour be constructed & maintained by Contractor? Yes ____ No X

16. Will County sign project outside work area during construction?
Yes ____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No ____

18. Approaches or Connections by County Yes ____ No X
by Contractor Yes X No ____

Traveled surface: Type AC Width 12
Shoulder surface: Type AC Width 2
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No ____

N.W. quadrant distance from structure ____
N.E. quadrant distance from structure ____
S.W. quadrant distance from structure ____
S.E. quadrant distance from structure ____

20. Guardrail: Desired on approaches or connections: Yes X No_____
By County _____ Contractor X
Right side only? Yes_____ No_____
Both sides? Yes X No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes_____ No X
Removed by County? Yes_____ No X
Removed by Contractor? Yes X No_____
Salvaged by Contractor for County? Yes_____ No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No X
By Contractor? Yes X No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes_____ No X Size_____
Company_____
g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No X

25. Does County wish lightpost bases and conduit installed?
Yes_____ No X

26. Does County wish complete job of illumination in project?
Yes_____ No X

27. Is project contingent upon other factors? Yes X No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Funding of project contingent upon approval of S.C.A. from Hwy Division

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   ~~By State?~~ ~~Yes~~ _____ ~~No~~ _____
   By Consultant? Yes X No _____
   By County? Yes _____ No X
   (NOTE: ~~a. If project is cancelled, County must pay for survey.~~
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

Re item 8b

2. Does County have any survey data? Yes X No _____

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No X
   By Consultant? Yes X No _____
   By County? Yes _____ No X

Re. item 10

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: ~~Right-of-way monumenting will necessitate special programming.~~)

Remarks re Section III: (Note: ~~Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.~~)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes___ No X

4. Should State negotiate & acquire right-of-way in behalf of County? Yes____ No X

5. Should State prepare options? Yes___ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X

Re item 8d

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
If removed by County or individual, must be done prior advertisement for bids.
~~If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.~~

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
However Public will be offered the opportunity of Hearing

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: Columbia Basin Elec

13. Are utilities on existing right-of-way by permit _____ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes X No_____
By County? Yes_____ No X
~~By State at County expense?~~ ~~Yes~~_____ ~~No~~_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No X
~~By State at County expense?~~ ~~Yes~~_____ ~~No~~_____

28. ~~Does County wish State to prepare P.U.C. hearing data?~~ ~~Yes~~_____ ~~No~~_____

29. Will P.U.C. application be made ~~by State~~_____ or County_____? N.A.
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel X Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private X Other _____
3. Location: _____ Section _____ Township _____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by : Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 100,000 ^00
2. Available Funds $ 25,000 ^00 (RE ITEM 32)
3.

4. Date match money is available _____
5. Will there be any 100% money? Yes _____ No _____
6. Maximum amount of 100% County money available: $ _____
7. Date request letting: Soon As possible.

Remarks, re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

6/26/75 R. C. Lang Reg. Fed. Aid Engr.

By J. F. Sweeney
County Judge or Comm. Chairman or Mayor

By Marshall Sorgen
~~County Commissioner~~ or CITY Recorder

_____
O.S.H.D. Field Engineer

Date _____

By _____
County Commissioner or CITY

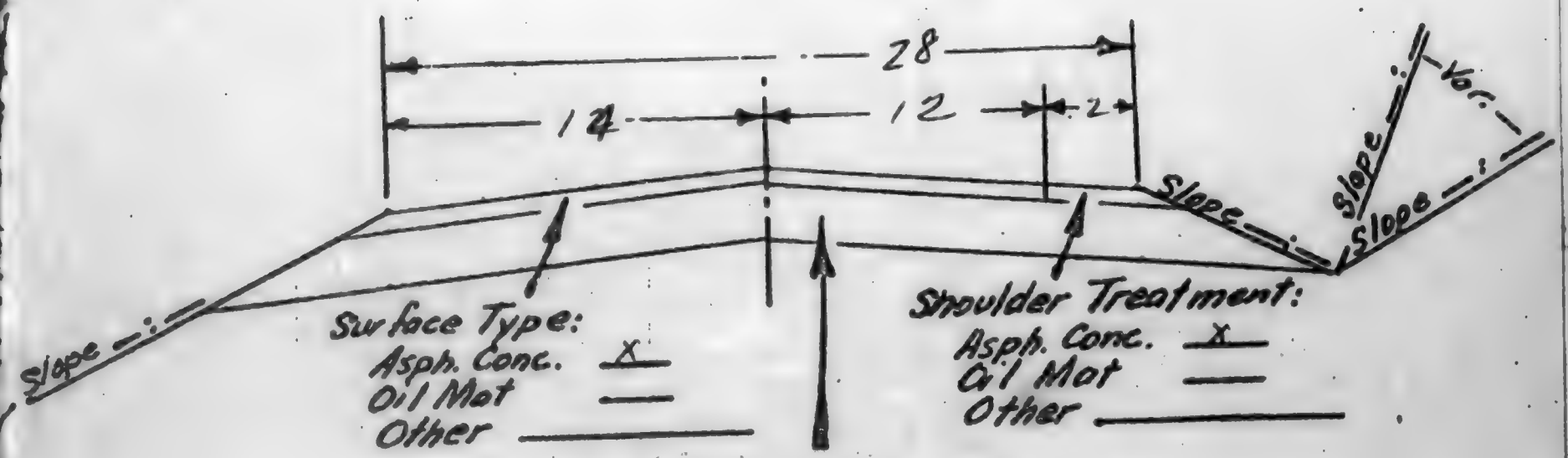
By _____
City/County Engineer or Roadmaster

City/County _____

Date _____

TYPICAL SECTION

TAPER SECTION

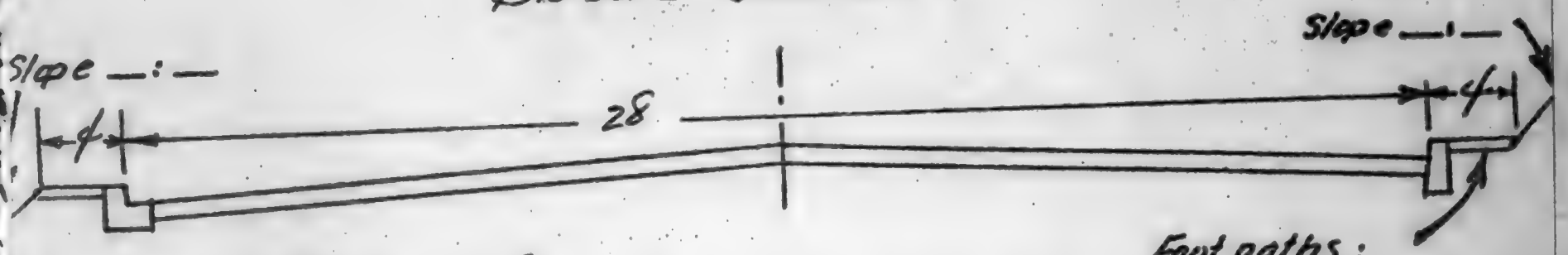


Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. X
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___

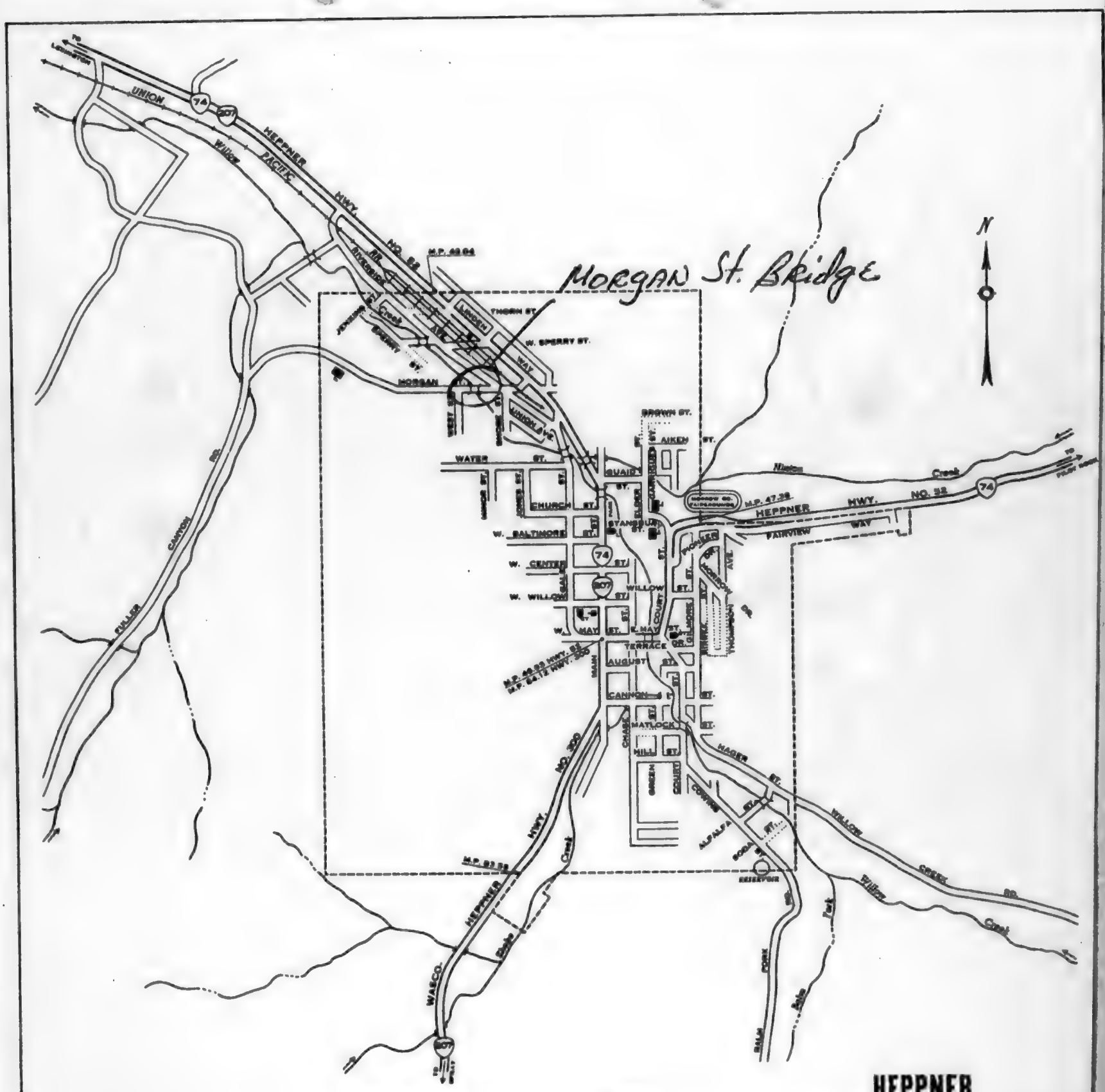
BRIDGE SECTION



No. of Lanes 2
Lane Width 12
Shoulder Width ___ or Shy Dist. from Curb 2
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - cr – Court House
  - a – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

Population 1,661

Scale in Feet

May 1, 1961

8847

SCA/Safety, 230 Heppner

CITY OF HEPPNER
P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ RDE ☐

June 26, 1975

JUN 27 1975
RECEIVED
REGIONAL OFFICE

Roger Lang
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Dear Mr. Lang:

It is the expressed desire of the City of Heppner to cancel the Special City Allotment dated May 5, 1975, as we are reapplying for a Special City Allotment in the amount of $25,000.00 for the Morgan Street Bridge.

Yours truly,

J. F. Sweeney by M. Lovgren

J. F. Sweeney, Mayor
City of Heppner

JFS/ml

RECEIVED
COUNTY & CITY SECTION
JUN 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ HPE ☐ CE ☐ RE ☑ RPE ☐

Fred Hall

8417

6-26-75

RECEIVED
COUNTY & CITY SECTION
JUN 30 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JUN 27 1975 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or, heavy and unusual traffic; and

WHEREAS, the City of Heppner is an incorporated city of the State of Oregon and has a population of 1500 as given by the latest official census; and

WHEREAS, the following streets of said city, Morgan STREET

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or, heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Revision

4. That the City of HEPPNER does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate RALPH MARLATT as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 19 day of June, 1975.

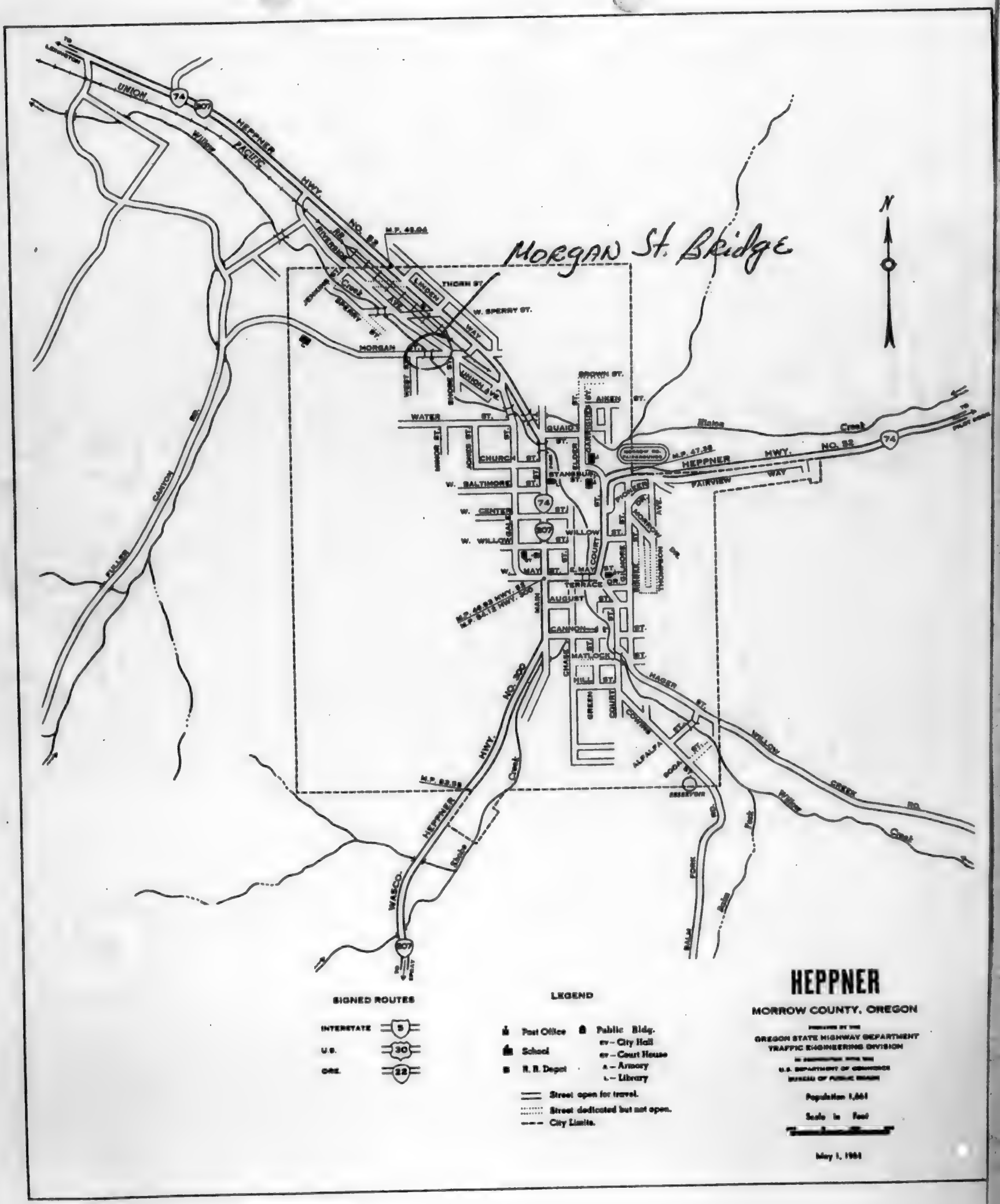
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of HEPPNER at a regular or special meeting of said Council, held on the 19 day of June, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 26 day of June, 1975.

Marshall Lovgren
City Recorder



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - cr – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,861

Scale in Feet

May 1, 1961

8847

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Date 6/26/75

A. PROJECT IDENTIFICATION

Name of Project Morgan St. (Willow C.R.) Bridge
(Section)

Location of Project - Morgan St
(Highway Name)
(Highway No., US - ORE)

Heppner (City) Morrow (County) V (Region)

Program Sec 219 (Funding) 100,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide a safe structure for the motoring public.

Origin and History: Existing structure has deteriorated and has suffered structural damage from past floods and overloads

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 60' ±

Termini Approx. 200' each side of Willow CR.

Alignment (new or existing) Existing city Street R/W As shown on official town plat will be used.

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No R/W to be obtained

Typical Section Two 12' TRAVEL LANES with 2' shy DISTANCE to CURBS.

Bikeway N.A.

Structures To be REPLACED

Additional Facilities NONE

Access Control NONE

Materials To be obtained from COMMERCIAL SOURCES

Borrow and Waste Disposal NONE INVOLVED

Special Construction Methods PRE-STRESSED Conc. SLAB SPAN

Characteristics (ADT) 150

Other General Information (or Supplemental information to items) Existing structure is Now limited to PASSENGER CARS only. It is NECESSARY to Route school busses OVER ALTERNATE City STREETS, ADDING APPROXIMATELY 1½ miles to the Route.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives to be considered are limited to a "Do-Nothing Approach" which will result in eventual closure of the structure to all traffic. Residents of the area and school children would be required to use alternate routes.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Input to date has been limited to Council Meetings. Public will be solicited for input

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Full Co-ordination

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Full co-ordination

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	Date	FHWA Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Area influencing the flow of Willow Creek through Heppner is rolling mountains with little vegetation to control run-off.

Immediate area of the project is urban in nature.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use is combined RESIDENTIAL and business. Impact of NOISE and AIR esthetics will be MINOR increase OVER PRESENT levels.

It is Anticipated the construction activities REQUIRED to replace the structure will cause only MINOR INCONVENIENCE to RESIDENTS, schools And businesses. The establishment of A safe STRUCTURE is PARAMOUNT in the views of the City. No utilities will be affected.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

NO R/W to be AQUIRED

Consequences:

NONE

2. Estimated Changes in Traffic Patterns:

School busses will use the street.

Consequences:

slight increase thru the AREA; HOWEVER, A one way grid be be re-established in the AREA of the High School (Presently discontinued)

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

no change

Consequences:

none

4. Expected Adverse Effects on Natural Ecological Resources:

no adverse effects

Consequences:

none

5. Expected Adverse Effects on Cultural and Scenic Resources:

no adverse effect

Consequences:

none

6. Preliminary Identification of Areas of Critical Environmental Concern:

no identifiable areas apparent

7. Potential for Controversial Issues:

no controversial issues anticipated

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N.A.

b. Noise Standards

N.A.

c. Water Quality Standards

Contractor shall EXERCISE All NECESSARY precautions AGAINST STREAM pollution

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
☐ Significant ☐ Non-Significant
☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER _____

8247

RE ☐ RCE ☐ RBE ☐ RME ☐ SCA

ROE ☐

JUN 27 1975

RECEIVED
REGIONAL OFFICE

BRIDGE PROJECT DATA, CITY OF HEPPNER, DATE 6-26-75

TO BE FINANCED BY SPECIAL CITY ALLOTMENT FUND AND NECESSARY CITY FUNDS.

1. Street Name: MORGAN STREET
2. Name of River or Stream: WILLOW CREEK
3. Name of Bridge: MORGAN STREET BRIDGE
4. Does City wish a particular type of bridge design? Yes X No
   If "Yes," explain type desired: Pre-stressed reinforced Concrete slab span
5. Desired roadway width of bridge: 28'
6. Are sidewalks desired? Yes X No
7. Width of sidewalks: 4'
8. Is sidewalk desired on upstream side of bridge? Yes X No
9. Is sidewalk desired on downstream side of bridge? Yes X No
10. Can street be closed during construction? Yes X No TRAFFIC MAY BE RE-ROUTED OVER EXISTING STREET SYSTEM
11. Will detour be required? Yes No X
12. Will detour be constructed and maintained by City? Yes No
13. Will detour be constructed and maintained by contractor? Yes No
14. Will City construct approaches or connections? Yes No
15. Will contractor construct approaches or connections under contract?
    Yes X No
16. State width of traveled roadway: 22' Width of shoulders 3'
17. Will additional right-of-way be required? Yes No X
    NOTE: Right-of-way costs must be paid by City.
18. Does City wish State to prepare option forms for City's use in acquiring right-of-way? Yes No X
19. Will old bridge remain in place? Yes No X
20. Will old bridge be removed by contractor? Yes X No

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JUN 30 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☑

21. Will old bridge be removed by City? Yes_____ No X

22. Does City wish old bridge salvaged for future use? Yes_____ No X

23. Does City wish lightpost bases and conduit installed? Yes_____ No X

24. Does City wish complete job of illumination in project? Yes_____ No X
NOTE: Illumination costs must be paid by City.

25. Will any of the following utilities be attached to this structure?

(a) Water Mains: Yes_____ No X Size_____

(b) Sanitary Sewer Mains: Yes_____ No X Size_____

(c) Storm Sewer Mains: Yes_____ No X Size_____

(d) Gas Mains: Yes_____ No X Size_____

(e) Power Lines: Yes_____ No X

(f) Telephone Lines: Yes_____ No X

(g) Other Utilities?_____
NOTE: City to adjust utilities if required, at no cost to State.

26. General remarks: It would be an apparent advantage to the City and the School to be able to route the busses in conformance with the Cities one way grid plan which has been abandoned because of the unsafe condition of the structure.

By_____
Mayor

By Marshall Lovgren
City Recorder or City Manager

By_____
City Engineer

9847

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Telephone 676-9618, Area Code 503

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ JUN 23 1975 ☒
RDE ☐ RECEIVED REGIONAL OFFICE ☐

June 20, 1975

R. C. Lang
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Lang:

Enclosed please find a copy of the preliminary construction engineering of the proposed Morgan Street Bridge Project.

At our special council meeting of June 19, 1975, the council voted unanimously to accept the proposal subject to receiving 90% grant money.

We chose Mr. Stephen C. Anderson, P.E. of La Grande, Oregon as our consulting engineer, as he has done, and is doing engineering work for the City of Heppner, and we have been well satisfied with his work and accomplishments and feel that he is capable and well qualified for the project.

Very truly yours,

J. F. Sweeney, by M. Lovgren

J. F. Sweeney, Mayor
City of Heppner

JFS/ml

cc. Stephen C. Anderson, P.E.
Box 1301
La Grande, Oregon 97850

Don Harwell

8847

Safety - 230
Heppner
(+ maybe SCA)

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Telephone 676-9618, Area Code 503

6-19-75

Robert Prange
County & City Section
Oregon State Highway Division
203 State Highway Building
Salem, Oregon 97310

Dear Mr. Prange:

This letter is written to stress the need for financial assistance for the construction of a new bridge to replace the existing bridge on Morgan Street in Heppner.

This bridge is in a hazardous condition and is in immediate need of repair, however, any repair work would last only a short time due to the age of the bridge.

It is on a major route to the High School and the other two routes are narrow and hazardous. At present we have one-way traffic on the bridge for passenger cars only.

Also there is a heavy duty equipment repair shop located near this bridge and it creates an access problem for this type of equipment repair.

The re-routing of traffic other than passenger cars has caused our school busses to travel a narrow hazardous road that was once one-way only traffic and is now two-way traffic, and we feel this is dangerous for our school children as well as the drivers.

The City has available funds in the budget for 1975-1976 for 10% of the project, but cannot afford it with only 78% aid. If we do not receive grant aid the City funds available will be used to repair the present structure.

I would like to emphasize that our budget will not allow us to build a new bridge without 90% aid and we certainly would appreciate every consideration for this type of grant. Thank you.

Yours truly,

J. F. Sweeney by M Longwell

J. F. Sweeney, Mayor
City of Heppner

JFS/ml

cc. Stephen C. Anderson, P.E.
P.O. Box 1301
La Grande, Oregon

6/25/75
Roger Jones in contact in the mayor's office. Has 3 projects for SCA funds. To supplement OBB by Jerde

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COUNTY & CITY SECTION
JUN 26 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

JIM A. BIER
Principal
Ph. 676-9138

Heppner High School

P. O. Box 67
HEPPNER, OREGON 97836

MORROW COUNTY
SCHOOL DISTRICT
MATTHEW DOHERTY, Supt.

June 19, 1975

Mr. Robert Prange
City and County Projects Director
Oregon State Highway Division
Salem, Oregon

Dear Mr. Prange:

Mr. Steven Anderson, Engineer for the City of Heppner, has informed me that funds for replacement of the Morgan Street Bridge were not granted because it was not considered to either be or cause a great enough hazard to qualify for funding. I am very concerned about that decision, because I feel very hazardous conditions do exist that can only be corrected by replacement of the Morgan Street Bridge.

First, beeause of the present condition of the bridge, school buses going to Heppner High School can no longer use Morgan Street. Morgan Street was and had been the regular bus route to Heppner High School since its construction. Since Morgan Street can no longer be used, we have been forced to route our buses and heavy trucks over a road that has been used as a one-way exit road for traffic from the high school. We have had to make this road a two-way road for our buses and it is consequently open for student and private cars. This is most certainly a very undesirable and hazardous condition. I feel that we have a high potential for an accident of some type because of the type of traffic pattern we have been forced to adopt.

Another cause for concern is the additional traffic that is occurring because of additional homes being built near the school. This increased traffic is often routed over our former one-way exit road that has now become two-way. This increases our chances for an accident.

As I have indicated before, we have had one-way entrance and exit roads to the high school. We have also maintained a one-way pattern of driving around the school building itself. The change of routing that we have had to make has created a great deal of confusion for those that are familiar with the old traffic pattern. This confusion also increases the possibility of an accident occurring.

I personally invite you or someone from your office to come and view the situation first hand. I feel quite certain that once you have viewed the situation you will agree that it carries high potential for an accident of some type to occur.

I am hopeful that you will give this matter further consideration.

Sincerely,

Jim Bier

Jim Bier

JB:ld

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COUNTY & CITY SECTION
JUN 1975
ENGR. Coord. Engr. AE UE
UPE CE RE RPE

1847

Heppner
Safety 230

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

6-16-75

Oregon State Highway Division
R. C. Lang
Regional Federal Aid Engineer
P.O. Box 850
La Grande, Oregon 97850

Dear Roger:

This will inform you the City of Heppner has the money for the Morgan Street bridge, and we are ready to proceed.

We are in the process of working out an agreement with our consulting engineer.

Thank you.

Sincerely,

J. F. Sweeney by M. Lovgren

J. F. Sweeney, Mayor

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE ☐
☐ RDE ☐

JUN 17 1975
RECEIVED
REGIONAL OFFICE

6/17/75 cc L. E. George
W. J. Hart
D. E. Swan
Bob Prang

FOR YOUR INFORMATION

K. C. Traynor

*

Bob
Title II in question?
Dan H.

TO Roger

DATE 6-9 TIME 1:30

WHILE YOU WERE OUT

Dick Nichols CALLED

OF

PHONE

TELEPHONED		IN PERSON TO SEE YOU	
PLEASE CALL		WANTS TO SEE YOU	
WILL CALL AGAIN		RETURNED YOUR CALL	

MESSAGE Bridge width section 2.30 money. Replacement has to be based on the traffic accident history or other safety hazards other than structural deficiencies of bridges

TAKEN BY Julie

FORM 57-125-1619

41 — 231

Recieved this Message from Nichols —

Does this effect

Happner ?

Union Co. ?

Wallowa Co ?

We have approved Survey Authorizations And some work has been started

R C Lang

6-13-75

Discussed above with E. Volach of FHWA & he indicated they were perhaps not eligible for Title II funding - called R. Trugstad & he will review with L.E. George & determine status, approvals, funding eligibility, etc. & inform all interested parties. Agreements with Wallowa County being held in Co. Cty office.

Don Hanwell

RECEIVED
COUNTY & CITY SECTION
JUN 13 1975
☒ ENGR. ☐ Coor. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ GE ☒ RE ☐ RPE ☐

cc: L.E. George
E J Volach

L.W. Pullen
R. Lang

8847

Heppner
Safety-230

Salem, Oregon

May 15, 1975

Mr. R. C. Lang
Federal Aid Engineer
Region 5

Robert H. Prange
Rural Engineer
County-City Unit

Section 230 Project
Willow Creek (Morgan Street) Bridge
City of Heppner

It is our understanding that the City of Heppner wishes Steve Anderson, through his consulting firm, to perform both the preliminary and construction engineering for the subject Title II project. Please inform both the City and Mr. Anderson that a consultant agreement must be entered into and approved by FHWA before Mr. Anderson can commence his work if the City expects federal participation in the costs of the consultant's services.

First of all, the City of Heppner must obtain a proposal from Anderson and Associates outlining the services which the consultants are to perform and the estimate of costs for these services. The attached material taken from other proposals may be used by Mr. Anderson in developing his proposal. After we have received a copy of the proposal, this office will prepare a three-way agreement to be entered into by the State, the City and the consultant. The consultant's proposal will become an attachment to and a part of the agreement. When the agreement is executed by the Transportation Commission, it will be sent to the Federal Highway Administration for approval. After FHWA has approved the agreement, a letter of notification will be sent by the State to the consultant notifying him that he may commence.

RHP:scr

Attachment

cc: L. E. George
W. J. Hart
D. E. Swan

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8847

OREGON STATE
HIGHWAY DIVISION

Region 5

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

May 15, 1975

The Honorable Jerome Sweeney
Mayor of Happner
Happner, Oregon 97836

Dear Mayor Sweeney:

In your letter of April 3, 1975, you expressed a desire to have Steve Anderson and Associates, Consulting Engineers, to perform preliminary and construction engineering on the proposed Willow Creek (Morgan Street) Bridge Project, which is to be financed under the 1973 Highway Safety Act, Title II, Section 230.

In order to be eligible for funding, the city and Mr. Anderson must enter into a consulting agreement, which must be approved by F.H.W.A. before any work may commence.

To accomplish the agreement the City of Happner must obtain a proposal from Mr. Anderson and Associates outlining the services which the consultants are to perform and the estimate of costs for the services. The attached material taken from other proposals may be used in development of the proposal.

Upon receiving the proposal, the State will prepare a three-way agreement to be entered into by the State, the City and the consultant. The consultant's proposal will become a part of the agreement. When the agreement is executed by the Transportation Commission, it will be submitted to the Federal Highway Administration for approval. After the F.H.W.A. has approved the agreement a letter of notification will be sent by the State to the consultant confirming the agreement.

RECEIVED
COUNTY & CITY SECTION
MAY 19 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ WE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Your early attention to this matter will expedite processing of the project. Do not hesitate to contact me if you have any question.

Sincerely,

W. E. Schwartz
Regional Engineer

By

R C Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachments

cc: Steve Anderson w/attachments
L. E. George
W. J. Hart
D. E. Swan
~~Bob Prange~~

8847

sca-76
Heppner

Robert W. Straub

May 7, 1975

Mr. Ralph T. Marlatt
City Engineer
City of Heppner
City Hall
Heppner, Oregon 97836

Dear Mr. Marlatt:

This is to acknowledge receipt of a resolution and project data form completed by the City of Heppner requesting aid from the annual $250,000 Special City Allotment fund.

We will make an investigation of your requested project and the results will be presented to the Transportation Commission for consideration in forming the 1976 program.

Very truly yours,

G. N. Hopkins
Project Development Engineer

JOB:mm

☑ ENGR. ☐ ASST. ☑ DE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Heppner is an incorporated city of the State of Oregon and has a population of 1500 as given by the latest official census; and

WHEREAS, the following streets of said city,

May Street from Main Street to Gale Street, and Gale Street from May Street to Center Street curbed and properly drained with catch basins and a seal coat from Center Street to Water Street on Gale Street,

RECEIVED
COUNTY & CITY SECTION
MAY 7 - 1975
ENGR. COOR. OE AE UE
UPE CE RE RPE

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Rev.)

4. That the City of Heppner does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ralph Marlatt as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of May, 1975.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

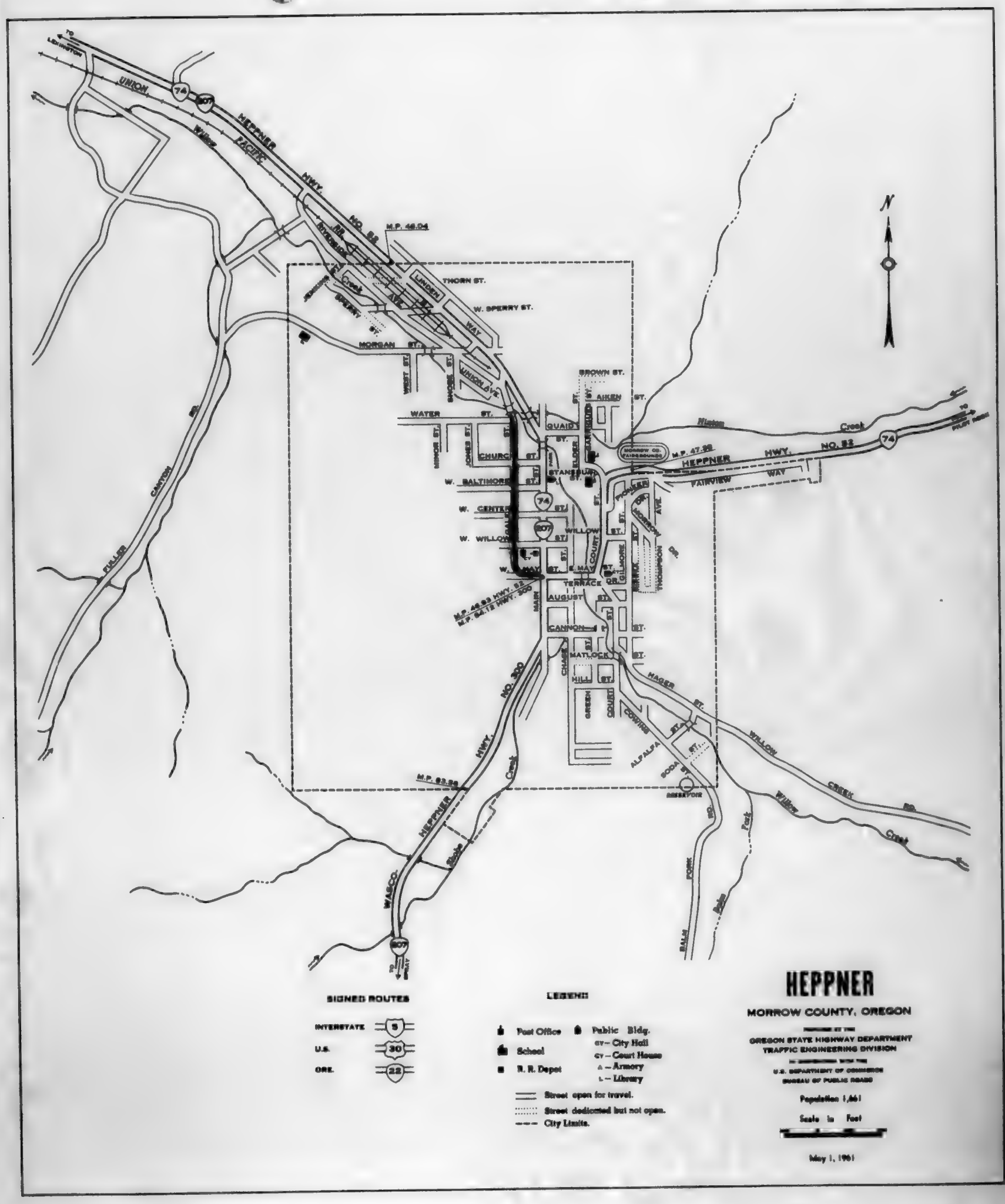
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Heppner at a regular or special meeting of said Council, held on the 5th day of May, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6th day of May, 1975.

Marshall Lovgren
City Recorder

(cc-50. 1959 Rev.)



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

May 1, 1961

8847

4-75

Gentlemen:

Sections 203 and 209 of Title II, Highway Safety Act of 1973, authorizes use of funds for projects on any Federal Aid System, other than the Interstate System, at specific locations having a high hazard experience or which constitute a danger to vehicles or pedestrians.

Section 230 of Title II, Highway Safety Act of 1973, establishes a "Safer Roads Demonstration Program" for all public roads or segments thereof not on a Federal Aid System, and authorizes funds for needed improvements to correct safety hazards. Such improvements are highway marking and signing, eliminate roadway obstacles, eliminate hazards at railroad and highway grade crossings, and correct high hazard locations.

The Oregon State Highway Division has been selected to identify problems and assign priorities for such projects.

The cost sharing ratio for projects undertaken through these programs is 90 percent Federal funds and 10 percent local funds.

It has been determined by the State Highway Division and City of Heppner that the Willow Creek (Morgan St.) Bridge

is an eligible improvement project under Section 230 of Title II, Highway Safety Act of 1973.

The project consists of constructing a reinforced concrete bridge approximately 50 feet long.

The preliminary estimated total cost of the project is $ 86,000 with the estimated Federal share $ 77,400 and the estimated City share $ 8,600.

The State, unless otherwise negotiated, will perform all preliminary engineering, prepare plans and specifications, call for bids, let and award the contract and perform construction engineering.

In the event the project is constructed by contract, City shall deposit with the State a sum of money equal to ten percent of the estimated total cost of the project. The "estimated total cost of the project" includes the total sum of all bid items as contained in the low acceptable bid, plus estimated costs for engineering and contingency items. Such deposit by City shall be made within 30 days after bids are opened and prior to award of the contract.

In the event the project is constructed by force account procedures, either by State or others, City shall deposit with the State ten percent of the detailed itemized estimate of the project when said estimate is made available to State and City.

State, in the first instance, shall pay all construction costs of the project, collect Federal funds from the Federal Highway Administration in the usual manner, and furnish City with an itemized statement of the actual total cost of the project as soon as the same is available.

It is expressly understood that this project is on a local road or street and that maintenance of the project shall be the responsibility of City, ~~and/or~~ _____ and not the responsibility of the State.

Please indicate approval of the project by signatures in the spaces provided below. Return two signed copies to County and City Unit, 203 State Highway Building, Salem, Oregon 97310.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on _____ by _____, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the agreement on behalf of the Commission.

APPROVED:

_____
Asst. State Highway Engineer

STATE OF OREGON, by and through its Department of Transportation, Highway Division

_____
Administrator and State Highway Engineer

_____, by and through its _____ Officials

By _____

By _____

By _____

8847

Safety/230
Proposal

FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE April 29, 1975

TO L. W. Rulien
Project Management

FROM L. E. George
Traffic Engineer

SUBJECT Proposed Section 230 Project
Morgan Street Bridge
City of Heppner

off-System

Attached is a request by the City of Heppner to replace a sub-standard bridge on Willow Creek with Title II, Section 230 funds.

The bridge inspection report, photos, and visual inspection show a definite hazard to the traffic using the structure.

This project meets our approval for Section 230 funding. Please prepare a City-County Agreement whereby the City will be paying 10 percent of the total costs in the event that this project receives Federal approval.

Please take the necessary steps to obtain FHWA approval on this matter.

EB:CR
cc: W. E. Schwartz - Please send survey authorization to this Office.
R. C. Lang

RECEIVED
COUNTY & CITY SECTION
MAY 2 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION
ROUTING
ACTION
MAY - 1 1975

Heppner
Safety
Sec'n 230

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
April 23, 1975

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: 1973 Highway Safety Act
Title II, Section 230

TO: L. E. George
Traffic Engineer

S A L E M

Attached is the following information pertaining to the Morgan Street Bridge over Willow Creek, in the City of Heppner, for proposed funding under the 1973 Highway Safety Act, Title II, Section 230.

1 Bridge Inspection Report
1 Data for Bridge Inventory
3 Pages of Structure Photos
1 Countour Vicinity of Map
3 Sketch maps, Bridge Location
1 Pad Copies of Previous Correspondence

The bridge inspection report, photos and visual inspection show a definite hazard to traffic using the structure.

No estimate sheets have been prepared; however, it is recommended the structure be lengthened to 50' ± in order to improve stream flow. It is felt the design would propose the use of prestressed slabs and a clear span. Cost estimates of $45/sq. ft. for a 50' structure would be $72,000.

I would recommend the total project cost, including P.E. and design, be identified as $86,000.

Mayor Sweeney has requested that the City Engineer, Steve Anderson, be allowed to perform the preliminary engineering, design work and perform construction engineering on the proposed project. Mr. Anderson has advised me that he has been in contact with Administration of the Highway Division in Salem, and that pre-qualification data is now being assembled.

Please advise if further information is needed.

RECEIVED
COUNTY & CITY SECTION
APR 24 1975
☑ ENGR. ☐ ☑ ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RCL:je
Attachments

cc: ~~Don Harwell~~

Has answer re
order to be left to
Steve Anderson

Heppner
Morgan St Br
Sufty 230
Br other

OREGON STATE HIGHWAY DIVISION

P.O. Box 850
La Grande, OR 97850

Telephone 963-3177

April 7, 1975

RECEIVED
COUNTY & CITY SECTION
APR 8 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ IIE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

The Honorable Jerome Sweeney
City of Heppner
Heppner, OR 97836

Dear Mayor Sweeney:

I am in receipt of your letter of April 3, 1975 in which you identify the need of replacing the Morgan Street Bridge in Heppner and inquire about the availability of assistance.

The Highway Division cannot guarantee funding under the 1973 Highway Act, Title II, Section 230. Your request will be evaluated by the Division to determine if funding under Section 230 is appropriate. The final decision will be made by the Federal Highway Administration.

As you are in the final stages of your 1975-76 budget, I suggest that at least $7,500 be allocated to serve as local matching funds. This would insure Activation of Federal Funds (if available) should the project be approved.

In order to have Mr. Anderson, City Engineer, certified to perform the preliminary and construction engineering, the state will have to examine the resources and equipment available. Recommendation would then be made to the FHWA who makes the final determination.

I have contacted Mr. Anderson's office concerning the bridge inspection forms and find they are not yet available. Upon receipt of the inspection forms, I shall forward them along with your letter of application to our Traffic Section for processing.

Do not hesitate to contact me if I may be of further assistance.

Sincerely,

W. E. Schwartz
Regional Engineer

R C Lang

By R.C. Lang
Regional Federal Aid Engr.

RCL:fv
cc: Don Harwell
Anderson, Perry & Assoc.
Morrow Co. Court
East Central Oregon Assoc of Counties
L. E. George

CITY OF HEPPNER
P. O. Box 756
HEPPNER, OREGON 97836
Telephone 676-9618, Area Code 503

April 3rd, 1975

RE ☐ RCE ☐ RDE ☐ RME ☐
ROE ☐ APR 1975 ☐
RDE ☐ RECEIVED REGIONAL OFFICE

Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Attention: Roger C. Lang

Dear Mr. Lang:

This letter is written as a request for financial assistance for the construction of a new bridge to replace the existing Morgan Street Bridge in Heppner, Oregon. We understand that such assistance may be available under the 1973 Highway Act, Section 230. Because we are in the final stages of our 1975-76 budget, it is essential that we find out as soon as possible if such assistance is available.

The existing bridge is a steel truss bridge with wood stringers and a wooden deck. The stringers and the bridge have deteriorated to the point that on February 6th of this year, the bridge was closed to all traffic other than passenger cars by the City Engineer, Mr. Steve Anderson, of La Grande. The street was the main route of the school buses to the High School, and now that use of the bridge has been restricted, the buses have to use a narrow road that was formerly posted "one-way" to get to and from the school.

The present bridge is about 50 feet long and 18 feet wide. We would like to replace it with a bridge of the same length and a width of about 32 feet. The estimated cost of such a structure we feel would be less than $75,000.00, including engineering, inspection, and removal of the existing bridge. We would prefer to have the design and inspection done by the City Engineer.

28' in request

Our engineer is in the process of completing inspection forms and taking pictures of the bridge to be sent to you. We have enclosed a recent contour map of the area which shows the bridge, and a city map which shows the bridge location. No accident history

is available on the bridge. If you need additional information, however, please let us know.

Please let us know as soon as possible if any assistance is available.

Very truly yours,

Jerome Sweeney, Mayor
City of Heppner

JS/bc

CC: Anderson, Perry, and Associates, Inc.
Morrow County Court
East Central Association of Counties

Stephen C. Anderson & Associates
Consulting Civil Engineers
P. O. Box 1301
LA GRANDE, OREGON 97850

503 963-8309

LETTER OF TRANSMITTAL

DATE	JOB NO
April 22, 1975	2
ATTENTION: Roger Lang	
RE: Morgan Street Bridge Inspection	

TO Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
1	April '75		Bridge Inspection Report

THESE ARE TRANSMITTED as checked below:

XX For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19_____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS _____

COPY TO City of Heppner
Morrow County Road Dept.

SIGNED: Stephen C. Anderson

BRIDGE NO. _____

BRIDGE INSPECTION REPORT

BRIDGE TYPE Wood Pony Truss / Single Span NAME Morgan Street Bridge H. . NO. 25-111 MILE POST 7.4

CROSSING (OVER, ~~UNDER~~) Willow Creek COUNTY Morrow INSPECTORS' SIGNATURES

DISTRICT — YEAR BUILT 2 PHOTOS Yes DATE 4/18/75

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	7
Backwall	8
Footing	8
Piles	--
Erosion	--
Settlement	--
2. Piers or Bents - Caps	--
Column	--
Footing	--
Piles	--
Scour	--
Settlement	--
3. Pile Bents	--
4. Concrete Cracking or Spalling	7
5. Steel Corrosion	--
6. Timber Decay, etc.	--
7. Debris on Seats	--
8. Paint	--
9. Collision Damage	--
INSPECTOR'S CONDITION RATING (60)	7
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	7
2. Embankment Erosion	7
3. Drift	7P
4. Vegetation	7P
5. Channel Change	7P
6. Fender System	--
7. Spur Dikes & Jetties	--
8. Riprap	--
9. Adequacy of Opening	6
INSPECTOR'S CONDITION RATING (61)	6

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	--
2. Stringers	6
3. Girder or Beams	--
4. Floor Beams	3
5. Trusses - General	8
Portals	--
Bracing	6
6. Paint	--
7. Machinery (Movable Spans)	--
8. Rivets or Bolts	7P
9. Welds - Cracks	--
10. Rust	--
11. Timber Decay	3
12. Concrete Cracking	--
13. Collision Damage	6
14. Deflection under Load	3
15. Alignment of Members	3
16. Vibrations under Load	4
INSPECTOR'S CONDITION RATING (59)	3
CULVERTS & RETAIN. WALLS (62)	--
1. Barrel	--
Concrete	--
Steel	--
Timber	--
2. Headwall	--
3. Cutoff Wall	--
4. Adequacy	--
5. Debris	--
	--
INSPECTOR'S CONDITION RATING (62)	NA

DECK (58)	Condition Rating
1. Wearing Surface 2" Oil Mac	7P
2. Deck - Structural Condition (TBR)	8
3. Curbs Felloe Grds	8
4. Median	--
5. Sidewalks	--
6. Parapet	--
7. Railing	8
8. Paint	7
9. Drains	8
10. Lighting Standards	--
11. Utilities	8
12. Joint Leakage	--
13. Expansion Joints or Devices	--
14. Record Elevations:	--
Gutterline @ ℄ Bearings	--
@ ℄ Spans	--
INSPECTOR'S CONDITION RATING (58)	7
APPROACH ALIGNMENT (65)	
1. Alignment	8
2. Approach Slab	8
3. Relief Joints	--
4. Approach - Guardrail	--
Pavement	8
Embankment	8
INSPECTOR'S CONDITION RATING (65)	8
RATED LOADING (66)	
1. Posted Loading	3
2. Legibility	6
3. Visibility	6
INSPECTOR'S CONDITION RATING (66)	3

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

60 - 1,4) Minor cracking and wear (Water Abrasion) on wing wall.
61 - 1,2,3,4,5) Drift and Vegetation have closed 2/3 of channel opening forcing a channel change into embankment and wing wall. See pictures 1,2,4,5.
61 - 9) Flood debrishung up on underside of Bridge
59 - 2) Number 8 stringer split approximately 15' in length. See picture 2, See sketch
59 - 4, 11, 13) Floor beams rotted and have collision damage. Beams not in contact with (see back)

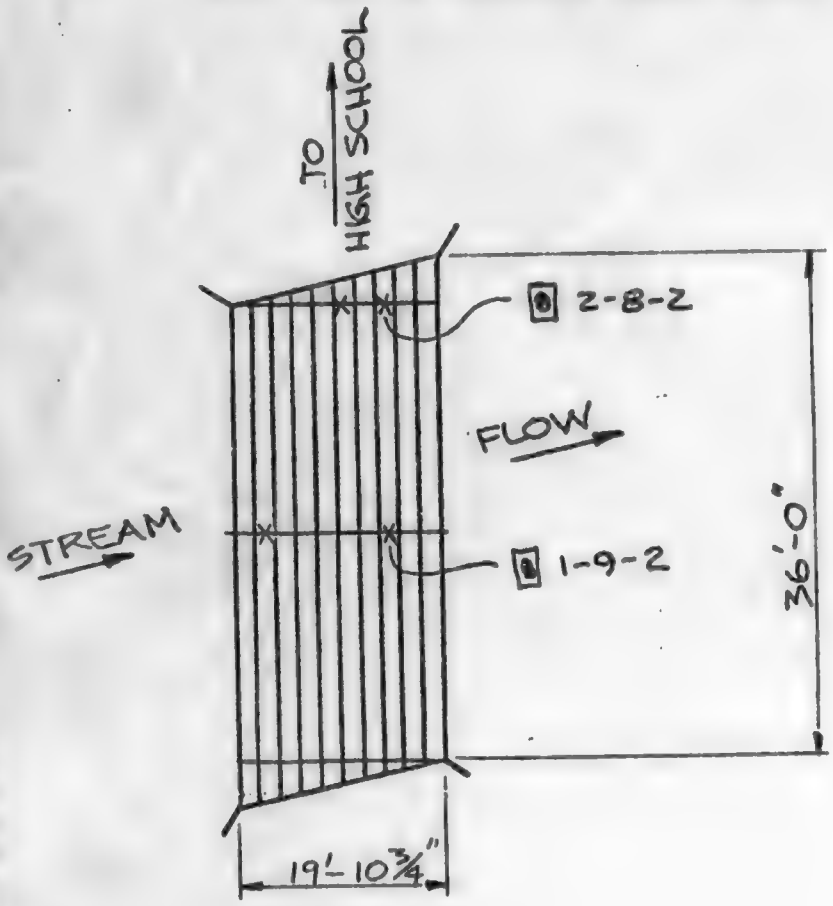
MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	*ITEM*	*ESTIMATED COST*		*REPAIRS COMPLETE*
		Maintenance	*Betterment*	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling and all other maintenance and repair work of whatever character.

stringers. Tension rods not under tension. Note pictures 2,4,5,8 and sketch.
59- 5) Sway bracing broken or missing. See pictures 1,2,5,7
59 - 8) Tension Rods and nuts badly rusted.
59 - 14,16) Bridge deflects approximately 1½" when car traffic passes overhead, vibration extensive. See picture.
59-15) Bottom chord of truss has definate sag, see picture 7 alignment of floor beam to stringers and bottom chord off. See pictures.
58 - 1) Extensive transverse cracking in deck, some up to ½" wide.
58 - 8) Railing badly in need of painting.
56 - 1,2,3) Bridge posted for "Car Traffic Only". Bridge deflecting from 1½" to 2" with car traffic load. Posted sign cannot be read from a distance of 150' or at night. See pictures 3 and 6.

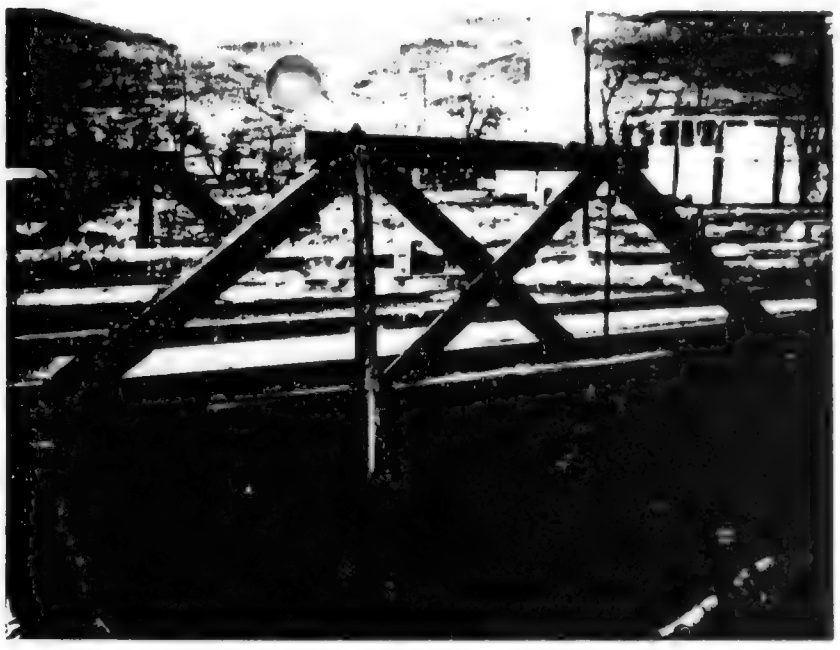
Note : Bridge is essentially a one way structure that is inadequate for today's traffic. Note lack of approach guard rails.



STRINGERS

NOTE:-
THE 8th STRINGER FROM THE UPSTREAM SIDE HAS A 15'-0" ± LONG SPLIT THROUGH THE ENTIRE MEMBER.

11 STRINGERS TOTAL INCLUDING THE BOTTOM CHORD OF PONY TRUSS. THE REMAINING 9 STRINGERS ARE 4x12's.



VIEW FROM DOWN-STREAM BANK

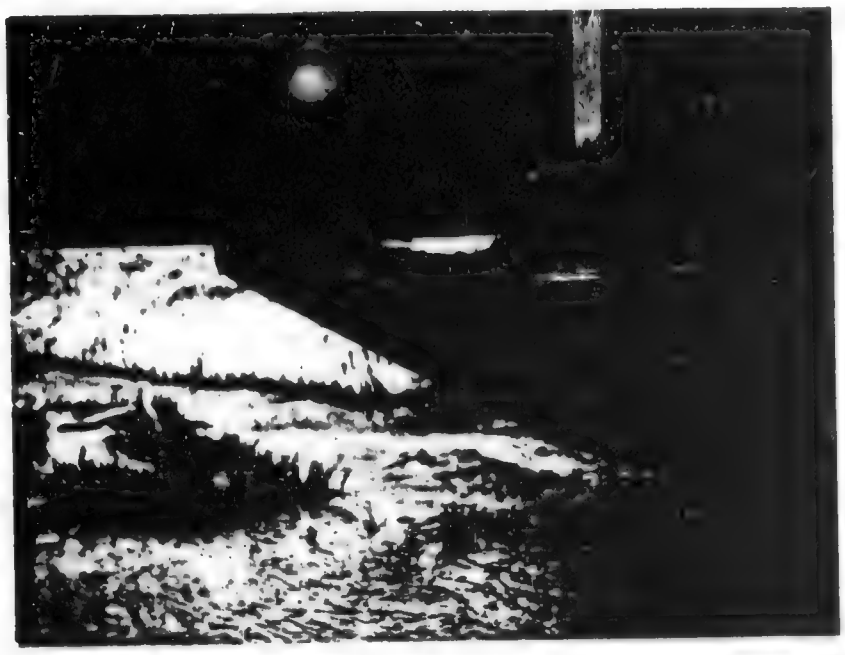
1.)

UNDER-VIEW LOOKING UPSTREAM (NOTE CRACKED FLOOR BEAM BEYOND ROTTED STRINGER)

2.)

VIEW LOOKING TOWARD TOWN (NOTE "CAR TRAFFIC ONLY" SIGNS)

3.)



UNDER - VIEW LOOKING UPSTREAM (NOTE ROTTED STRINGER)

4.)

OVERALL VIEW LOOKING UPSTREAM

5.)

VIEW LOOKING TOWARD HIGH SCHOOL (NOTE "CAR TRAFFIC ONLY" SIGN)

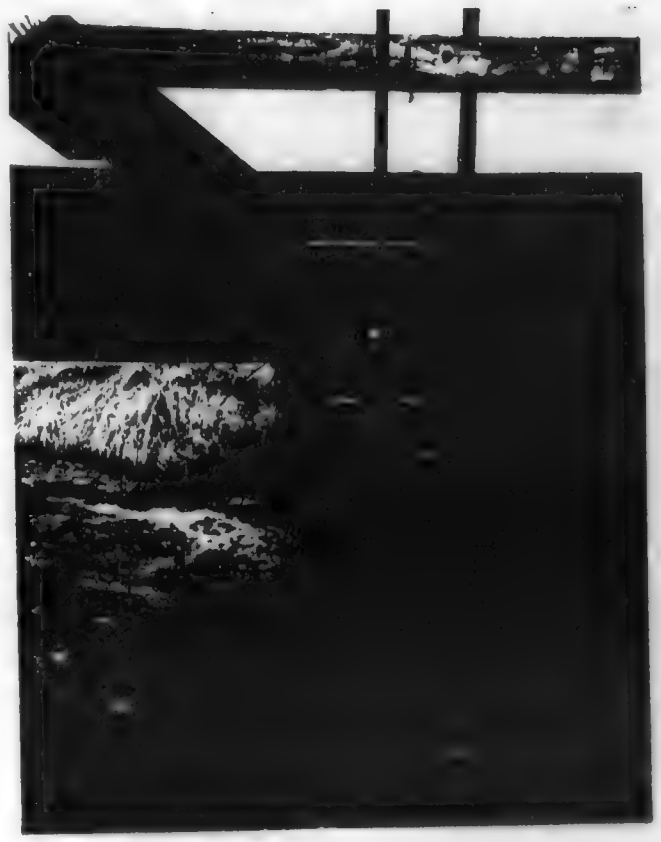
6.)

ANDERSON · PERRY & ASSOCIATES, INC.
LA GRANDE, OREGON

CITY OF HEPPNER
MORGAN STREET BRIDGE
SHEET 1

VIEW LOOKING DOWNSTREAM (NOTE "SAG" IN BRIDGE)

7.)



UNDER-VIEW LOOKING UPSTREAM (NOTE ROTTED STRINGER

8.)

CITY OF HEPPNER
MORGON STREET BRIDGE
SHEET 3

ANDERSON · PERRY & ASSOCIATES, INC.
LA GRANDE, OREGON

DATA FOR BRIDGE INVENTORY

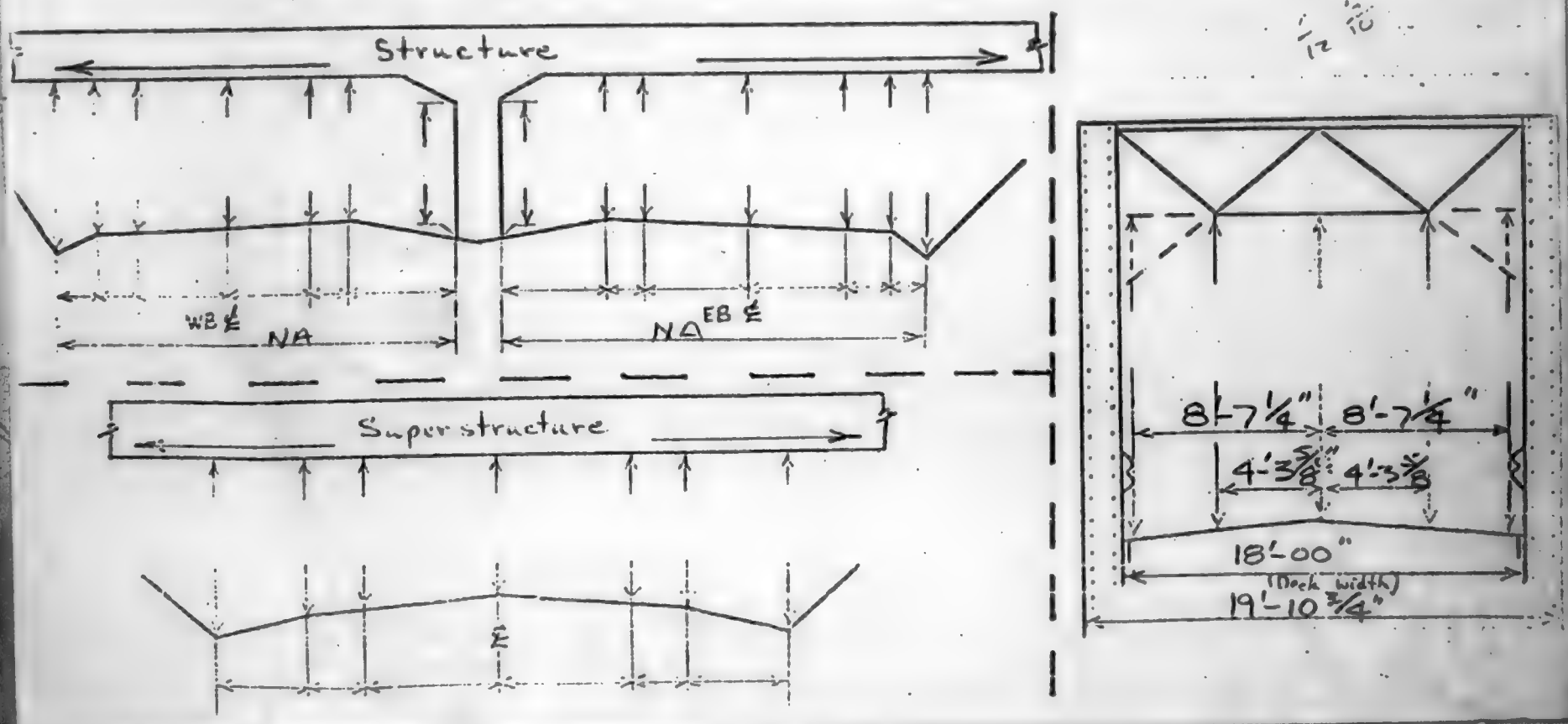
FAS RTE. 25-111 M.P. 7.40 BRIDGE NO. _____ DISTRICT 12

COUNTY Morrow RURAL or (URBAN) (Town Heppner)

ITEM 27. Year Built - ?
28. Lanes on Structure - 2
31. Design Load - ?
32. Approach Rdway Width (Ft.) - 14'-0"
33. Median (describe) - NA
34. Skew - 41°47'
35. Flared - yes or (no)
42. Type of Service On Bridge - Rdwy/water
43. Type of Structure (main unit) - Wood Pony Truss, wood deck w/ A.C.
44. Type of Approach Spans - NA
45. Number of Spans (main unit) - 1
46. Number of Approach Spans - NA
47. Total Horizontal Clearance (curbs, rails, etc.) (0º) - 17'-0"
47A. Opposite Opening Total Horiz. Clearance (0º) - NA
48. Length of Max. Span, ℄ to ℄ of Bts. (Ft) - 36'-0"
49. Structure Length, Bk. to Bk. of Backwalls (Ft) - 38'-0"
50. Sidewalk Width (0º) - NA
51. Width, Curb to Curb (0º) - 17'-0"
52. Deck Width (0º) - 18'-0"
53. Min. Vert. Clearance OVER Rdwy (Ft-in) - NA
54. Min. Vert. Underclearance (Ft-in) - NA
55. Min. Lateral Underclearance, RIGHT (0º) - NA
56. Min. Lateral Underclearance, LEFT (0º) - NA

Deck to Stream (Ft) - 10'-0"

10 & 10A. Vertical Clearances (select 10' lane) (Ft-in) - N.A.



1910

H-7
EL.1907.57

1908

1910

07.0

.8

09.1

06.9

07.3

Willow Creek

Flow

1910

1904

08.5

MORGAN STREET BRIDGE

08.9

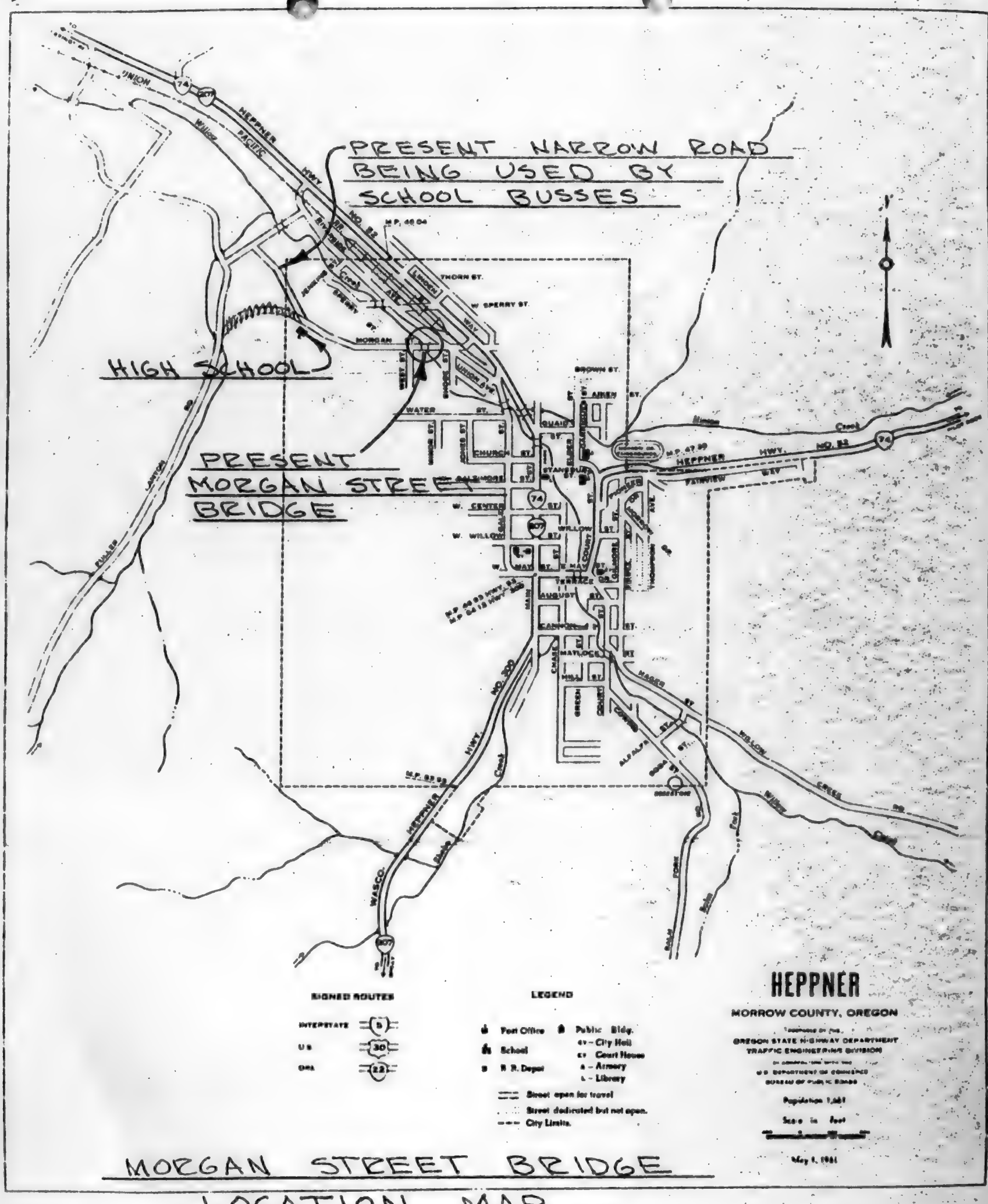
1910

EAST

WEST

Sheet 5

Match Line Sheet 4



LOCATION MAP

ANDERSON · PERRY & ASSOC., INC. LAGRANDE, ORE.

SCA

8847

PROJECT DATA. CITY OF Heppner Date April 14,1975

To be financed by Special City Allotment Fund and necessary city funds.

Street name Gale Street from Center Street to May St. and May St. to Main St.
2 blocks 1 block
(Locate project on attached map.)

Project length 1000 ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way:_____ feet, width of shoulders:____ feet

Curbed section; width curb to curb: 42 & 48 feet

Remarks All of Gale St. 42' inside curbs, Willow St. 48', May St. 42'.

Surface now in place: Oil X Paving ____ Gravel X

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Willow St. 48' curb to curb.

Are intersecting streets curbed? Yes ____ No X

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: R-12' feet

Does city desire special type of curbs? Yes ____ No X

Explain: _____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___ One side of street 1 block.

Present sidewalks, Length: 350 feet; Width: 6 feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No X

Is utility strip required? Yes X No___; Width: 3 feet

Remarks Telephone, electric, T.V. poles, and water meters are in utility strips.

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes___ No X

Would prefer gutter type streets. Using catsh basins at intersections.

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 7 feet

Remarks Sanitary sewers are deep enough city would raise or lower manholes.

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks 4" main should be deep enough. City would replace house service.

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No X

How many? App. 12

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Columbia Basin Electric Co-op
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pacific Northwest Bell

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No ___

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No ___ Property owner will pay curbs.

Driveways? Yes ___ No X

Remarks City will probably have to finance some curbs.

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date 1975-76 if job is approved.

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ½ mile haul.

General remarks: City would like to have gutters and catch basins instead of storm basins. This would match first half of project.

By _____
Mayor

By Marshall Lovgren
City Recorder or City Manager

By _____
City Engineer

1978 S.W. 20th St. at S.W. Court Place (Pendleton) (traffic signal) 3849

CIA 6383 2-13-78

8847

L.

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

August 12, 1982

Mr. Ken Johnson
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: S. W. Court and 20th Signal Installation Billing Invoice #134056 in the Amount of $8,548.96:

Dear Mr. Johnson:

Enclosed is a check in the amount of $6,613.00. This amount was approved by the City Council on May 29, 1980 based on correspondence from the Oregon State Highway Division (copies attached). I have been in contact with Mr. L. E. George concerning the large amount of the billing, specifically as it relates to Force Account and Engineering charges. The Force Account charges are $871.52 over the amount previously indicated and the Engineering charges have exceeded the original estimate as follows:

Item	Estimate	Actual
Preliminary Engineering	$1,200.00	$2,861.16
Engineering	$3,517.16	$5,562.71

We feel these overruns are unacceptably high and would request that a review of all charges be made to ascertain the accuracy of the billing.

The City presently has no funds in excess of the $6,613.00 budgeted for this purpose and if it is determined that additional funds are required, they would need to be approved through the normal budgeting process. If approved, funds would hopefully be available July 1, 1983.

Sincerely,

Gerald L. Odman
Public Works Director

GLO:mah
cc: C. David Crumpton, City Manager
Rudy M. Murgo, City Attorney
Duane R. Cole, City Recorder
Fred Miller, Dir. Dept of Trans.
L. E. George, Traffic Engr.

RECEIVED
STATE HWY ENGR
AUG 17 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
AUG 16 '82
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

THE WORLD'S ROUND-UP CITY

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

RECEIVED
JUN 3 1982
CITY OF PENDLETON

In Reply Refer to
File No TRA

RECEIVED
. . 1982
CITY OF PENDLETON

June 1, 1982

Gerald L. Odman
Public Works Director
The City of Pendleton
P O Box 190
Pendleton OR 97801

In your May 5, 1982, letter you asked again about the billing for the traffic signal installation on S.W. 20th at Court in Pendleton.

I don't know where the original estimate of $4,717.06 for engineering costs came from, but, in any event, this was reasonably close to our original estimate for construction engineering and contingencies. This figure did not include the preliminary engineering costs, the engineering costs for changes and inflation costs during the contract period.

Our estimates for equipment and contractor charges for the contract changes did not include either preliminary or construction engineering charges which were necessary. To obtain the total additional costs of the contract changes, these engineering costs should have been included or added.

I trust that this gives you enough additional information to proceed to the City Council for the required additional funding.

L. E. GEORGE - TRAFFIC ENGINEER

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 134056

BILLING REQ. NUMBER: CA 9675

4-6-82

YOUR ORDER NUMBER:

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE: PENDLEC

CREDIT DISTRIBUTION

351.01	53.70
30-8225-296-00-000	53.70
30-8225-299-00-000	(53.70)

CITY OF PENDLETON
P O BOX 190
PENDLETON OR 97801

DESCRIPTION	TOTAL PRICE
Traffic signal installation at S W Court Place and S W 20th	
Agreement # 6383 Contract #8849	
Preliminary Engineering	$ 2,861.16
Payments to Contractor	37,422.37
SFO#1 Furnish Signal Controller	3,771.52
SFO#2 Permanent pavement Striping	411.20
Construction Engineering	5,562.71
Total Project Cost	$50,028.96
Less	
Advance Deposit PE	1,200.00
Advance Deposit Construction	40,280.00
Amount Previously Billed	8,495.26
AMOUNT DUE	$ 53.70
Additional Costs due to Late processing of Engineering Costs for Processing of Contract Estimates.	
110.00 Post Final	

4-1150 (8-81)

For additional information contact Ken Johnson in Salem at 378-6232. KJ 08/09/82

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

May 5, 1982

Mr. L. E. George
Traffic Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: S. W. 20th & Court Traffic Signal Installation Contract #8849;

Dear Mr. George:

Thank you for your letter dated April 26, 1982 explaining the billing on the subject signal, as it relates to signals in general. However, I still need some specific information.

On March 12, 1980 you indicated by letter (copy attached) that the estimated additional cost for the signal modifications would be approximately $7,000.00. On April 21, 1980 by memo to C. T. Keasey (copy attached) you indicated that the State charges would be $2,900.00 for materials. The letter from Hamilton Electric dated May 14, 1980 (copy attached) indicates their additional charges associated with the changes, would be $3,713.00. On May 29, 1980, I presented the City Council with a recommendation (copy attached) for an additional $6,613.00 to fund the changes in the signal, which was approved by the Council, however since the final accounting has come almost two years after the signal was put into operation, our budget for the $6,613.00 has long since past. Therefore, I will need to again recommend to the Council a funding source and amount.

To recommend an additional amount, I will need specific information regarding what has happened to increase the amount from $6,613.00 to $8,495.26. Specifically, I can see only two items in the final billing that have changed over what was indicated initially; one is the SFO #1 Furnish Signal Controller billed at $3,771.52 which was by April memo, indicated to be $2,900.00; the other, is the Total Engineering figure of $8,423.87, or 20.2% of construction costs. Engineering costs were originally estimated at $4,717.06.

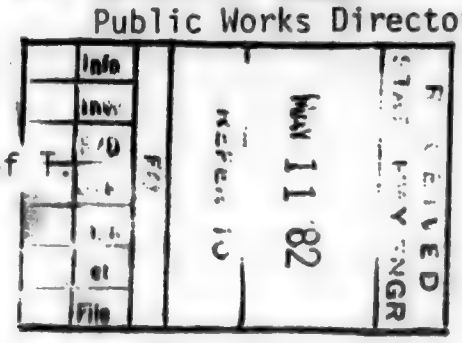
Before I can proceed to the City Council for additional funding, I will need specific answers to these questions. Thanking you in advance for your prompt attention to this matter.

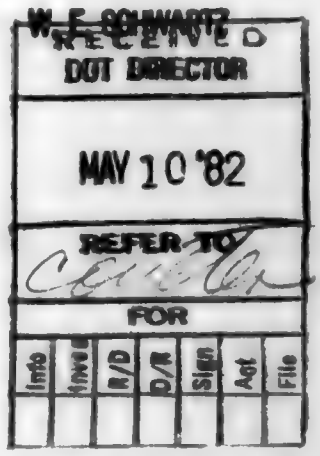
Sincerely,

Gerald L. Odman
Public Works Director

cc: D. Crumpton, C.M.
D. Cole, C.R.
Fred Miller D.D. of T.

THE WORLD'S ROUND-UP CITY





SIGN -S-070-20TH

May 29, 1980

TO: MAYOR AND CITY COUNCIL
FROM: PUBLIC WORKS DIRECTOR
SUBJECT: S. W. 20TH TRAFFIC SIGNAL REVISIONS

In the fall of 1978 the referenced signal was designed and bid awarded by the State Highway Department at which time the City also sent payment to the State in the amount of the anticipated cost.

In 1979 after completion of the S. W. Area Traffic Plan, it became evident that the design for this signal should be changed from a 2 phase to a 4 phase. The striping plans should also be revised for 3 lane rather than 4 lane.

Based upon correspondence with the State Highway Department and their contractor, the following are the estimated costs for these revisions.

I. Paving a 32' X 100' area on Court Avenue west of S. W. 20th for traffic sensor installation.

1.	Asphalt	80 T @ $31.00	$ 2,480.00
2.	Base Rock	30 C.Y. @ $20.00	600.00
4.	Excavation	50 C.Y. @ $15.00	750.00
			$ 3,830.00

II. Controller and Wiring Revisions

1.	Oregon State Highway Div. (Materials)	$ 2,900.00
2.	Alterations (By Contractor)	3,713.00
		$ 6,613.00

Based upon the above, the following are Staff recommendations to implement the referenced revisions.

I. Hire L.W. Vail Company to accomplish the paving work based on their unit prices for S. W. 2nd Street (as shown) for which they were the low bidder. Also, that the cost for this paving be charged back to L.I.D. #389 upon completion of the L.I.D. The work performed would otherwise result in a direct reduction of cost to the L.I.D. project.

II. Authorize Oregon State Highway Division to proceed with the redesigned signal installation, an estimated cost increase of $6,613.00.

III. That the funding for recommendations I and II be authorized from the unexpended balance of the S. W. 2nd widening project in Federal Revenue Sharing of $13,985.83.

HAMILTON ELECTRIC

ELECTRICAL CONTRACTING

May 14, 1980

H. N. Van Cleave, Resident Engineer
Oregon State Highway Department
1216 S. E. Byers
Pendleton, Oregon 97801

RE: S. W. 20th @ S. W. Court Place
Oregon State Hgihway Department #8849

Revisions to the loop detector plan according to letter dated May 1, 1980, for the sum of THREE THOUSAND SEVEN HUNDRED THIRTEEN DOLLARS ($3,713.00).

Material	$1,247.00
Equipment	$ 330.00
Sub & Travel	$ 562.00
Labor	$1,574.00
	$3,713.00

HAMILTON ELECTRIC, INC.

Betty L. Hanson

Betty L. Hanson
K. W. Hamilton, Estimator

BLH/jb

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT 378-6537 TELEPHONE

TO: C. T. Keasey
Assistant State Highway Engineer
Construction/Materials Branch

ATTN: H. N. Van Cleave

DATE: April 21, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Signal Revision
SW20th Street at SW Court Place
Pendleton-Umatilla County
Contract No.

RECEIVED
APR 2 1 1980
H. N. VAN CLEAVE

REGION 2 ENGINEER
RECEIVED
APR 22 1980
RE RCE RME RTE
MCE GEO RSO ENV

NOTED
DATE: 4-24-80

RBE ☐
ARBE ☐
[signature] ☒
_____ ☐

COMMENTS AND/OR ACTION

Attached are revised plans for the signal at the subject location. Revisions were based on requirements requested by the City.

Please obtain an estimate from the contractor for making the changes and submit to the City for their review prior to processing a price agreement. As this project is utilizing City funds only, their approval in writing is necessary before the contractor can proceed.

Because of the phase change due to the westerly approach widening on SW Court Place, the State's responsibility, as defined in our letter to Mr. Van Cleave on March 12, 1980, is revised as follows:

1. State will supply a four-phase controller, fully-actuated, in an M cabinet with all necessary loop amplifier harnesses, one amplifier and cabinet bolts out of their stock and charged to the contract. The existing controller will be placed in the State stock and the contract credited with the salvage value. Programmed heads will not be necessary because of the phasing. The State will also furnish the two interior-illuminated sign faces on the westerly span to agree with the new striping. The new breakdown in State force charge against the contract will be as follows:

Cost of New Controller with Cabinet, One New Detector Amplifier, Wiring Harnesses and Cabinet Anchor Bolts	$5,700
Cost of 2 New Sign Faces	200
Subtotal	$5,900
Less Salvage of Existing Controller	3,000
State Charge Against Contract	$2,900

FILE ☒
DESTROY ☐

RECEIVED
APR 23 1980
CONSTRUCTION
BRANCH

Keavy
Jackmond
Hopkins
Williams
Johnsen
Giese
Richards
Berg
Intes
Widmer
Gebauer
Church

2. The contractor will place three additional loop detectors and rewire as shown on the plans; place all State-supplied materials; add conduit as shown between Pole No. 3 and the new M cabinet; construct the M cabinet foundation; furhish and install the four aluminum lane-control signs; remove and transport the existing controller and cabinet to the signal shop in Salem. The cost for this work will be determined by the contractor..

L. E. George
Traffic Engineer

WRZ:jrb

Attachments

cc w/attach.: R. Judson

XC: Region 5 w/2 attach.
Van Cleave w/6 attach. ✓

TRA 16

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: H. N. Van Cleave
Resident Engineer

DATE: March 12, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Installation
SW 20th and SW Court Place
Pendleton
Contract 8849

RECEIVED
MAR 17 1980
H. N. VAN CLEAVE

Noted
DATE: 3-17-80

RBE ☐
ARBE ☐
RWO ☒
☐

Mr. Odman's February 26, 1980, letter details the sequence of events which led to a traffic plan revision request at SW 20th and SW Court Place.

The original transmittal of the required information to Mr. Oswald on January 23, 1979, did not reach this office and does not appear in our files. Our first notice of the request was received from you in an October 15, 1979, letter with Mr. Buttke's January 23, 1978, letter to the City with striping plans.

After completing capacity analysis, we made certain recommendations to you in our November 27, 1979, letter. Your February 26, 1980, letter was in response to our recommendations and Mr. Buttke's comments of February 10, 1980.

A redesign of the traffic signals to State standards, based on the striping submitted by Mr. Buttke, would entail several changes. A turn signal and sign would have to be provided for all exclusive movements which are on separate phases. Because of this requirement, it would be best to operate the sequence as shown on the attached plan. This would eliminate the need for pole replacements. Level of service would be "C" with a total Green to Cycle ratio of 82 percent, assuming a 70-second cycle. The estimated cost of this revision, at the present time, would be $17,100. Based on a one percent per month inflation rate, the estimated cost, if the plan had been revised in January 1979, was $15,000.

Because the State had a measure of responsibility in an estimated increase of $2,100, this office proposes the following:

1. That the State supply a four-phase controller in an M cabinet, with all necessary loop amplifiers and cabinet bolts, out of their stock, and charge the contract. The existing controller would be placed in the State stock and the contract credited with the salvage value.

COMMENTS AND/OR ACTION
Hand carried to City 3/19/80

FILE ☒
DESTROY ☐

Our cost for the four-phase controller, cabinet, detector harness wiring and monitor will be $5,700. The existing controller salvage value is estimated at $3,000. A State-supplied programmed vehicle head is estimated at $900, and two signs at $200 each is $400. With this State-supplied material valued at approximately $7,000 and with a salvage value of $3,000, the State would charge the contract an additional $4,000.

2. The contractor would place the additional loop detectors and rewire as shown on the sketch; place all State-supplied materials; add conduit between Pole No. 3 and the new M cabinet; construct the M cabinet foundation; remove and transport the existing controller to Salem. The contractor's estimated cost would be $3,000.

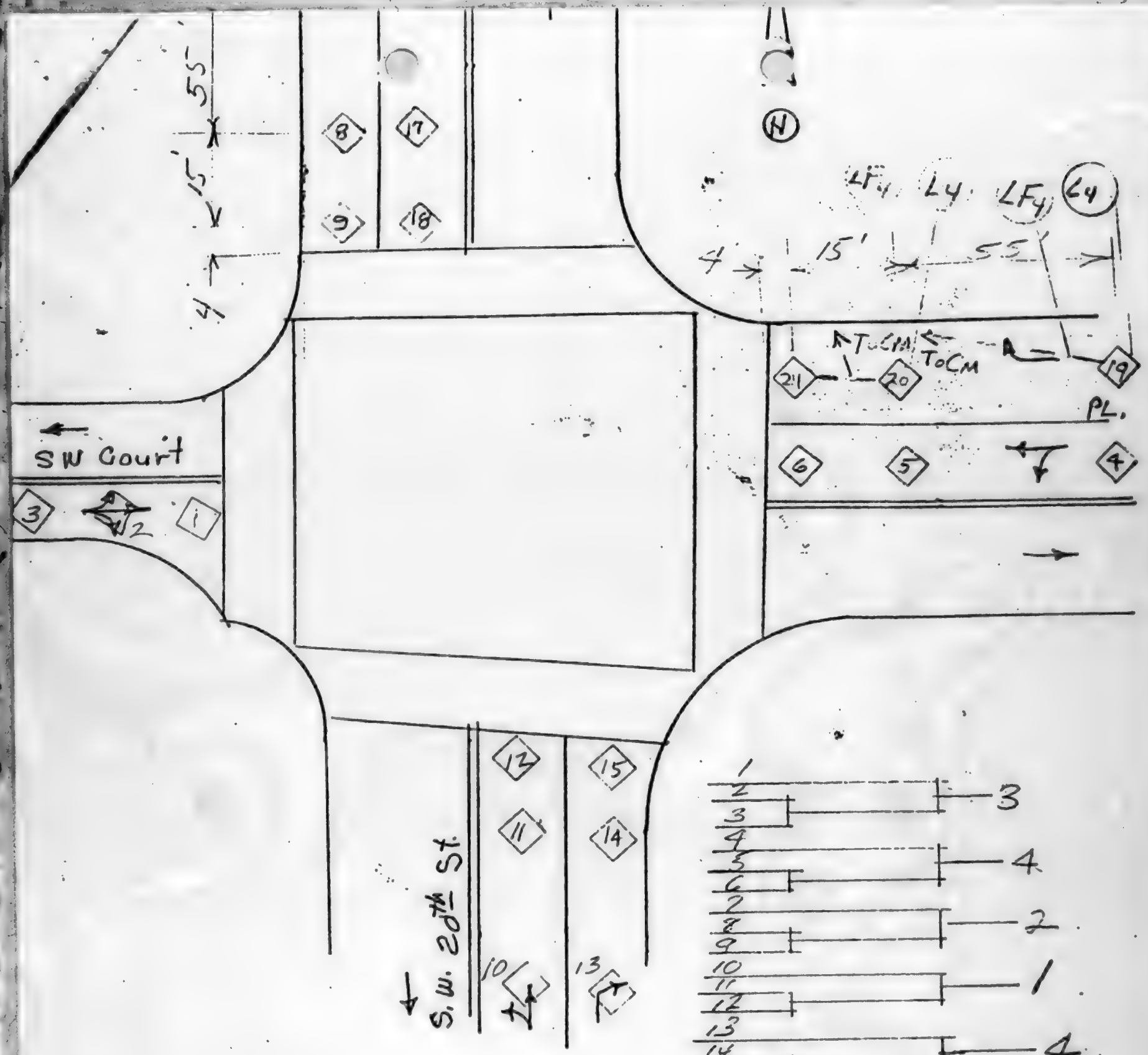
The total estimated cost to be charged against the contract is $7,000. This appears to be a reasonable solution. Please contact the City and discuss these items and determine if the City is willing to pay the additional $7,000.

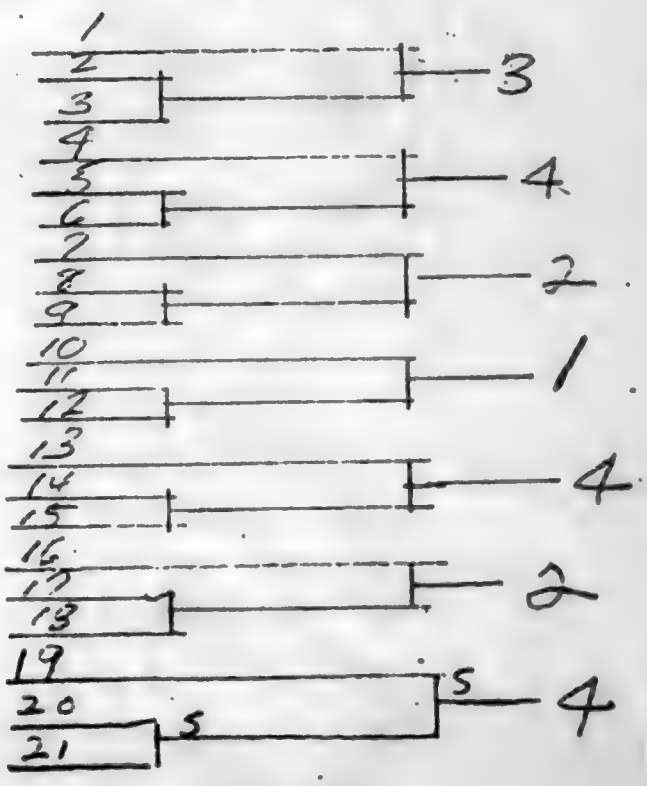
L. E. George
Traffic Engineer

WRZ:jrb
cc: R. Judson
R. Aldrich

Remove existing controller

3/4
2
12
C
22
(N)
2"
CM
1-2/16
OS/5R
PV/2
OS/2L
1-2/12
1-4/14
1-2/12
PL.
SW Court
Reposition
Reposition
45'±
3'
9'
8'
8'
S.W. 20th St.
M
M
P1
OLA
OLB
P3
OLC
OLC
OLB
OLA
1
2
3
4
Phase 1 2 3 4
A = 1+2 OLB = 1+4 OLC = 3+4





LOOP WIRING
Re-phase Loop:
Add Loops 19-20 & 21
Re-locate Loops 7-8-9-
& 7-8-16-17 etc.

LEGEND

(CM) Install 4 phase full actuated controller in "M" cabinet

(OS/2L) Install interior illuminated "LEFT TURN SIGNAL" sign

(OS/5L) Install interior illuminated "right arrow "ONLY" sign

(PV/2) Install phase 2 programmed vehicle signal (Tether)

(1-2/12) Install 1-2 wire No. 12 control cable

(1-4/14) Install 1-4 wire No. 12 control cable

(S") Install (S") galv. rigid conduit (S= size shown)

[3/12] Install 2 No. 12 type TW wire (signs)

[2/8] Install 2 No. 8 type TW wire (Power)

[#2] Install 22 No. 14 type THWN wire

[C] Install 1 No. 8 type THWN wire (Signal common)

(L4) Install phase 4 loop detector

(LF4) Install phase 4 Loop feeder cable

8847

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

RECEIVED
DOT DIRECTOR
APR 27 '82
REFER TO
FOR
Info | Pass | R/D | C/R | Sign | Act | File

IN REPLY REFER TO
FILE NO

TRA 7-6

FRED MILLER

April 26, 1982

Gerald L. Odman
Public Works Director
City of Pendleton
P. O. Box 190
Pendleton, OR 97801

TRAFFIC SIGNAL INSTALLATION - SW COURT PLACE AND SW 20TH

The billings referred to in your letter of April 2, 1982 are the actual cost of engineering as per the City-State agreement, dated January 3, 1978.

The original engineering cost estimates are based on a percentage of the engineer's estimate. The preliminary engineering estimate of $1,200 was for traffic signal design. In addition to this unit of work, there was field work, plans and specification preparation and utility investigations for a total estimated preliminary engineering cost of $2,300. The final actual cost of $2,861.16 was not excessive considering the number of revisions made.

Construction engineering costsare 14.5 percent of the total contract cost, except for preliminary engineering, and reflect all increases due to changes in the contract. Both the preliminary and construction costs were reasonable as compared to other traffic signal contracts.

The contract total cost of $49,975.26 is also not considered excessive for signal installations of this type, especially with the amount of changes and delays involved.

This office cannot address your question as to if or why the City was not kept informed of the additional costs involved. We believed that communication was maintained with our Region office when the City Council approved additional funds of $6,613 on June 2, 1980. As you know, all of our correspondence on contract projects goes through the Region office, and we had no reason to believe that all pertinent information was not furnished to the City.

We trust that this information is what you requested. We are sorry that this project has been so difficult to administer and we will do all within our ability to eliminate this type of problem on future projects.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. GEORGE - TRAFFIC ENGINEER

bc: Fred D. Miller
R. D. Hector
H. N. Van Cleave

LEG:ds

Form 734-3123

8841.

L.

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

April 2, 1982

Mr. L. E. George
Traffic Engineer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Traffic Signal Installation S. W. Court and 20th Agreement #6383, Contract #8849:

Dear Mr. George:

We recently received a final billing on the subject project (copy enclosed) The billing indicates an amount owing of $8495.26. Your letter dated March 12, 1980 (copy enclosed) indicated the total estimated cost to the City over and above the original contract would be $7,000.00. I have two questions regarding this billing as follows.

1. What costs are included in this project that has caused it to exceed the $7,000.00 and why the City was not notified.

2. The engineering costs shown are $8370.17, and construction costs without engineering are $41,605.09. The engineering costs as a percent of construction is then, 20.1%. This amount seems inordinately high especially since this was estimated at 10% originally, or $3517.06.

I would appreciate your checking into these two items prior to the City making payment.

Sincerely,

Gerald L. Odman
Public Works Director
Encs
DGL:mah

THE WORLD'S ROUND-UP CITY

cc: Dave Crumpton, City Manager
Duane Cole, City Recorder
Fred Miller, Director Dept. of Transp

NOTED
W. E. SCHWARTZ

FRED MILLER

RECEIVED
STATE HWY ENGR
APR - 8 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DOT DIRECTOR
APR 6 '82
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER **133746**

BILLING REQ. NUMBER CA 9476

DATE 2-25-82

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE PENDLEC

CREDIT DISTRIBUTION

351.01	8,495.26
30-8215-296-00-000	1,661.16
30-8225-296-00-000	6,834.10
30-8215-299-00-000	(1,661.16)
30-8225-299-00-000	(6,834.10)

CITY OF PENDLETON
P O BOX 190
PENDLETON OR 97801

DESCRIPTION	TOTAL PRICE
TRAFFIC SIGNAL installation at S W Court Place and S W 20th	
Agreement # 6383 Contract #8849	
Preliminary Engineering	$ 2,861.16
Payments to Contractor	37,422.37
SFO #1 - Furnish Signal Controller	3,771.52
SFO #2 - Permanent Pavement Striping	411.20
Construction Engineering	5,509.01
Total Project Cost	$49,975.26
Less Advance Deposit PE	(1,200.00)
Advance Deposit Construction	(40,280.00)
AMOUNT DUE	$ 8,495.26
110.00 Final	

FOLD

734-1180 (8-81)

884

L

September 28, 1981

Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

CON 5
#8849

Gentlemen:

A post-final payment for $920.05 will be made to Hamilton Electric, Inc. on Contract No. 8849 for traffic signal installation on S.W. 20th Street at S.W. Court Place in Pendleton, Umatilla County, as soon as the warrant is prepared.

The total amount paid on this contract will be $37,360.40. No force account work was performed on this contract.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

ja
cc: Hamilton Electric, Inc.
232 W. 5th Street
P. O. Box 708
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#8849

April 17, 1981

Transamerica Insurance Company
700 N. E. Multnomah
Portland, OR 97232

COM 5
#8849

Gentlemen:

Contract No. 8849 awarded to Hamilton Electric, Inc., for a traffic signal installation on S. W. 20th Street at S. W. Court Place in Pendleton, Umatilla County, was completed on December 16, 1980, and accepted by the State Highway Division on April 13, 1981.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 22, 1981.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fhn

cc Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97440

Transamerica Ins. Co.
1150 S. Olive St.
Los Angeles, CA 90015
C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8841

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: SW 20th St @ SW Court Pl	WEEK ENDING: 12-06-80
		SECTION PREFIX: 30-8225
	HIGHWAY: City Street	COUNTY: Umatilla
NAME OF JOB: SW 20th St @ SW Court Place	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8849	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Dec 01, 1978	DATE WORK STARTED: Mar 26, 1979	ESTIMATED COMPLETION DATE: Oct 03, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 210
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96%
PROJECT AUTHORIZATION: $ 40,279.44		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 36,761.58	ENGINEERING AUTHORIZATION $ 4,317.86	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 36,761.58	this week Ø	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
	ENGINEERING COST TO DATE $ 3,771.93	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 87 %	Sept 26, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30		0		
MONDAY 01		0		
TUESDAY 02		0		
WEDNESDAY 03		0		
THURSDAY 04		0		
FRIDAY 05		0		
SATURDAY 06		0		

RECEIVED
DEC 8 1980
CONSTRUCTION BRANCH

Kuesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted on Tuesday, Dec 02, 1980.

This will be the last weekly report for this project.

SIGNED W. Paul Johnson III LOCATION Pendleton
FOR H.N. VanCleave, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

TRA 7-6

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

H. S. Coulter
State Highway Engineer

DATE: September 15, 1980

L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
SEP 19 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9-19 Hamilton Electric signed Claim Check by George

CT: Compensation Request
Hamilton Electric, Inc.
Traffic Signal Project
SW 20th Street at SW Court Place
(Pendleton) Section
City Streets
Contract No. 8849

The contractor on the subject project is requesting additional compensation, by reason of extensive delays beyond his control and costs which escalated rapidly during the delays. A chronological list of events pertinent to his request is attached.

The State is responsible for administration of the contract, and to some degree has contributed to the overrun of time required to complete the project. There appears to be good reason for the contractor's request, but the request is general in nature and does not ask for a specific amount of compensation.

Working from our files, we are unable to make a reasonable determination of his monetary loss resulting from excessive delays. It is, therefore recommended that the contractor be requested to submit a detailed breakdown of the additional costs incurred by him because of the delays.

A significant point is that the project is City-funded, and the City of Pendleton would have to make any additional payment to the contractor. We suggest that, following receipt and review of the contractor's breakdown, the City be requested to make such payment as we feel is justified.

Your advice is requested.

L. E. George
Traffic Engineer

LPD:jrb
Attachment

cc w/attachment: C. T. Keasey

SP*75683-135

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

CHRONOLOGY OF SIGNIFICANT ACTIONS
SW 20th Street at SW Court Place (Pendleton) Section
Contract No. 8849

October 3, 1978	City approved plans, which call for City to widen North leg of intersection, but noted some lane designation changes. Contract plans conform.
November 7, 1978	Consultant letter to City recommends revised striping on South and East legs of intersection, additional widening and revised striping of the North leg and the addition of delay timers.
November 21, 1978	Project reassigned to a different Resident Engineer
November 21, 1978	Contractor's bid accepted
December 1, 1978	Contract awarded
December 13, 1978	Calendar day count begins, work to be completed within 220 calendar days (not later than July 20, 1979)
January 22, 1979	Consultant letter to City, reviewing and affirming changes recommended by letter November 7, 1978
January 23, 1979	City letter to Harry Oswald, OSHD District Engineer, with copies of consultant's letters dated November 7, 1978 and January 22, 1979; letter not sent to Salem.
June 17, 1979	"Stop Work" order given to contractor (confirming letter written June 29, 1979), with 34 calendar days remaining.
August 28, 1979	"Stop Work" order rescinded
September 9, 1979	"Stop Work" order again issued to contractor, with 22 calendar days remaining, pending completion of City work.
October 9, 1979	City forwarded consultant's recommendations of November 7, 1978, and January 22, 1979, to Resident Engineer.
October 15, 1979	Resident Engineer letter to Traffic Engineer, forwarding consultant's recommendations of November 7, 1978 and January 22, 1979, and asking for review.
November 27, 1979	Traffic Engineer letter to Resident Engineer, asking for Price Agreement to cover addition of delay timers but recommending no other changes unless City agrees to bear all cost of converting to more sophisticated operation (required if striping is changed per consultant's recommendation).

November 30, 1979	Contractor letter to Resident Engineer requesting City work on North leg be expedited.
December 4, 1979	Resident Engineer letter to City, asking that street work on North leg be expedited.
December 12, 1979	City letter to consultant; North leg "being widened". Requests review of Traffic Engineer's letter dated November 27, 1979.
December 14, 1979	Contractor letter to Resident Engineer with quotation for delay timers.
January 10, 1980	Contractor letter to Resident Engineer requesting additional compensation, by reason of escalated material and labor costs.
February 10, 1980	Consultant letter to City, recommends going to four or eight-phase operation to fit his striping proposal.
February 26, 1980	City letter to Traffic Engineer, concurs with consultant's recommendation regarding four or eight-phase operation.
March 12, 1980	Traffic Engineer letter to Resident Engineer says changes now would cost $2,100 more than they would have in January 1979. Letter proposes State furnish four-phase controller making revision cost to City of $7,000, and forwards sketch of proposed revision.
March 28, 1980	Resident Engineer letter to Traffic Engineer says City wants to also widen the West leg to accommodate three lanes, making all four approaches to the intersection three-lane facilities.
April 21, 1980	Traffic Engineer letter to Resident Engineer with revised plan, asks for estimate from contractor to negotiate Price Agreement.
May 1, 1980	Resident Engineer letter to contractor requesting estimate.
June 11, 1980	Resident Engineer letter to contractor with Price Agreement for signature.
July 11, 1980	Price Agreement approved.

8141

ROBERT W STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 12, 1978

Hamilton Electric, Inc.
232 W. 5th
P. O. Box 708
Eugene, OR 97440

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8849 for traffic signal installation on S.W. 20th Street at S.W. Court Place in Pendleton, Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimm
Wendell Schwartz
Herbert Van Cleave
L. E. George

8849

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Herbert Van Cleave
L. E. George
SAIF
Fran

December 1, 1978

Hamilton Electric, Inc.
232 W. 5th
P. O. Box 708
Eugene, OR 97440

Gentlemen:

The Oregon Transportation Commission on November 21 accepted your proposal for traffic signal installation on S.W. 20th Street at S.W. Court Place in Pendleton, Umatilla County, for the sum of $34,378.55 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Pendleton and when the sum of $40,280 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8849.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 13, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8.8.1.9

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

November 30, 1978

Mr. Gerald W. Wimer
Dept. of Transportation
Transportation Building
Salem, OR 97310

Re: S. W. 20th Signal Installation:

Dear Mr. Wimer:

Paid 12-1-78 aug → In accordance with your letter dated November 17, 1978 I am enclosing $40,280.00 for the Advance Deposit on the subject installation. However, it should be noted that the City has made one Advance Payment in the amount of $1,200.00 by check #001852, dated February 28, 1978. No mention of this payment was made in your letter. Therefore, when the final costs are tabulated, we would like a complete accounting to include the initial payment of $1,200.00.

Sincerely yours,

Gerald L. Odman
Public Works Director

GLO:mah
Enc.

12-5-78
cc Jim Kinns, Hwy Acct.
When Completed Please show the P.E. Advance Deposit mentioned above.
Attachment
OK TO FILE!

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LC ☒ FAE ☐ CP ☐
DEC 1 1978
M
Johnes

THE WORLD'S ROUND-UP CITY

8841

November 17, 1978

City of Pendleton
City Hall
Pendleton, Oregon 97801

Attn: Mr. Rudy Enbysk
City Manager

Gentlemen:

On November 16, 1978 a satisfactory bid was received from Hamilton Electric, Inc., 234 W. 5th Ave., Eugene, OR 97401 for installation of traffic signals on S.W. 20th Street @ S.W. Court Place. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$34,378.55
Signal Controller Testing (Engineering)	800.00
4½% Contingencies	1,583.03
(10%) Engineering	3,517.06
ESTIMATED TOTAL COST	$40,279.44

City's Advance Deposit: Rounded $40,280.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 8, 1978.

Please make your check for $40,280.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

Fred Hultin

Gerald W. Wimer
Local Government Manager

FH:dms

bc w/AD#541: Region 5 Federal Aid Specialist
Vern Skoog-Please return completed AD#541 when check is received.

12-1-78 notified Region 5 + VC mail.

ok to file

8849

PROJECT MANAGEMENT
PE ☐ CCE ☐ OM
LGE ☒ FAE ☐ OPL
SEP 12 1978
9-6-78 File: PM FA
TAA _____ LG OP

9030

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name S.W. 20th and Court Place-City of Pendleton (Signals)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 6 day of September, 1978

City of Pendleton

cc. DE Swan
CT Keasey
R. Trigstad

Certified By:

Regional Right-of-Way Supervisor
Date Sept. 11, 1978.

Joe McLaughlin
Mayor

Marjorie E Johnson
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____

8419

Form 21-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.W. 20th and Court Place — Date May 9, 1978

Highway City Streets, City of Pendleton — Authorization No. 1

County Umatilla — Survey Prefix 30-8215 (Assigned by Salem office)

Description of termini, route, length, etc.:

At intersection of S.W. 20th and Court Place.

RECEIVED
MAY 15 1978
ACCTG. CONTROL

Purpose of survey:

To prepare plans, specifications and estimate of cost.

(Project is covered by Miscellaneous Agreement No. 6383 and is financed by the City of Pendleton.)

Estimate of cost:			
	Field	901	500
	Plans	905	200
	Traffic	911	1,200
	Utiltiy	914	250
	Specifications	921	150

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,300

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: Eugene C Long
Federal Aid Specialist

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. Perkins
Location Engineer

Approved: E. J. Smith
Tech. Serv. Mgr.

BP*19169-734

BEN GIFFORD

ORS

9949

February 13, 1978

City of Pendleton
City Hall
Pendleton, OR 97801

Attention: Mrs. Marjorie E. Johnson
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6383

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment at the intersection of S.W. 20th Street and S. W. Court Place.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8419

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Region 4 Engineer

DATE: November 3, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signal Investigation
Pendleton

As requested, we will make a signal warrant investigation of the intersection of 17th Street and Emigrant Avenue. Would you please arrange to have a 16-hour manual count made at this intersection. When completed, the data should be sent to Cliff Koenig, in care of this office for analysis.

In addition, we will ask Program Management to prepare agreements for the design and construction of signals at S.W. 20th and Court and S.W. Hailey and the Pendleton-John Day Highway. These projects will be done at the city's expense. Since S.W. 20th and Court are off-system, the agreement will stipulate that the city will be responsible for power and maintenance of the signal. At S.W. Hailey, the State will maintain the signal and the city will provide the power. The signal at S.W. Hailey will be included in the realignment project scheduled for next spring.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

SRW:rw

cc: W. C. Holmes - Please prepare agreements - 2 Separate agreements
Cliff Koenig

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 17 1977
TAA Holmes ✓ File: PM FA LG OP

01-125-1367

1978 Ukiah Rock Production 8850
Project, 3.9 mi. SW of Ukiah,
Pendleton-John Day Hwy.

8850

VICTOR ATIYEH
GOVERNOR

5406

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 24 1980
NORMA PAULUS
SECRETARY OF STATE

January 22, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
Contracts #8850
#8888 & #8892

FILED
JAN 24 1980
NORMA PAULUS
SECRETARY OF STATE

Mill Supply Corp.
2375 McGilchrist Street S.E.
Salem, OR 97302

Attention: Carl Steelhammer
President

RECEIVED
JAN 25 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

This will acknowledge receipt of your letter of January 16, 1980, with attached invoices and statements indicating that Continental Crushing & Leasing, Inc. owes you $5,323.38.

From the description given in your letter, this appears to be in connection with Continental Crushing & Leasing, Inc. contracts as shown:

Contract #8850 - Ukiah Rock Production Project on the Pendleton-John Day Highway.

Contract #8888 - Paisley Rock Production Project on the Fremont Highway.

Contract #8892 - Richmond Rock Production Project on the Service Creek-Mitchell Highway.

The United States Fidelity & Guaranty Company furnished the bonds on these three contracts. We will advise the surety and the prime contractor of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

cc: United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

bc: Secretary of State - Please acknowledge receipt of the attached claim on the encl copy of this letter.

MILL SUPPLY CORP.

2375 McGILCHRIST STREET S.E.
SALEM, OREGON 97302
Telephone 585-7411

1210 S. JACKSON STREET
ALBANY, OREGON 97321
Telephone 926-5831

615 WILSON STREET
EUGENE, OREGON 97402
Telephone 342-5946

January 16, 1980

Bob Gordson
Room 2121
Highway Building
Salem, Oregon

Attention: Bob Gordson

Dear Bob:

We would like to file claim on Continental Crushing and Leasing, Inc. of Bend in the amount of $5,323.88. (Copies Attached)

These were parts that we feel were used on the following jobs ~~#850, 888 and 889~~. 8850, 8888, 8892.

We appreciate any help you can give us. If any further information is needed please advise.

Thanks for your help,

Carl Steelhammer
President

RECEIVED
JAN 17
COMM. ... DEPT. ...

MILL SUPPLY CORP.

2375 McGILCHRIST SALEM, OREGON 97302
PHONE 585-7411

1210 SO. JACKSON ST ALBANY, OREGON 97321
PHONE 926-5831

615 WILSON ST · EUGENE, OREGON 97402
PHONE 342-5946

REMITTANCE ADDRESS
P.O. BOX 12216
SALEM, OREGON 97309

STATEMENT DATE
11/28/79

ACCOUNT NO.
52956

Continental Crush & Leas.
62910 Boyd Acres Rd.
Bend, OR 97701

PLEASE DETACH AND RETURN WITH REMITTANCE TO INSURE PROPER CREDIT TO YOUR ACCOUNT.

DATE	INVOICE NO.	CHARGES	CREDITS	BALANCE
08/10/79	A39805	836.00		
08/29/79	A43636	114.44		
09/21/79	A38345	342.61		
09/12/79	A38346	56.23		
09/12/79	A43521	91.36		
09/10/79	A44061	581.01		
09/25/79	A44996	133.15		
09/25/79	A45007	1595.96		
09/24/79	A45069	54.62		
09/25/79	A45216	88.98		
10/03/79	A44997	622.83		
10/22/79	A47007	337.19		
10/22/79	A47008	31.83		
10/22/79	A47009	65.93		
10/24/79	A47011	245.08		
10/24/79	A47013	290.99		
10/23/79	B19950		77.19	
11/09/79	B07010		197.61	
	P03020			$5323.88

RECEIVED

POWER TRANSMISSION EQUIPMENT | MILL SUPPLY CORPORATION | INDUSTRIAL RUBBER PRODUCTS

PLEASE PAY LAST AMOUNT IN THIS COLUMN

INVOICE DATE
07/23/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
139825-22

ILL TO 33256
CONTINENTAL CRUSH.& LEAS.
62810 BOYL ACRES RD.

PENI OR 97701

ATTN:

SHIP TO

CONTINENTAL CRUSH.& LEAS.
62810 BOYL ACRES RD.

PENI OR 97701

ATTN:

OMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
543	07/23/79	NET 10	WILL CALL		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
515 TORQUE ARM	EA	1	1	0	767.6000	.00	767.6
5X2 15/16 T.A. PUSHING	EA	1	1	0	68.4000	.00	68.4

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THIS AMOUNT
836.00	.00	.00		.00	.00	.00		836.0

RECEIVED

SALEM COPY

INVOICE DATE
08/29/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A43636-00

PAGE 1

BILL TO 53956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
1681	08/28/79	NET 10	STAGE		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
3/16SCMU UNIT	EA	4	4	0	28.6116	.02	114.

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY TH AMOUN
114.44	.00	.00	.00	.00	.00	114.

RECEIVED
DEPARTMENT OF TRANSPORTATION
SERVICES

SALEM COPY

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE DATE	INVOICE NO.
08/20/79	A38345-00

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
246	07/13/79	NET 10	UPS		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
V710 BANDED BELT	EA	2	2	0	21.7100	.00	43.4
X1 7/16 QD BUSHING	EA	1	1	0	5.2100	.00	5.2
V750 BANDED BELT	EA	2	2	0	22.8900	.00	45.7
097 TORQUE ARM ASSY	EA	4	4	0	45.7600	.00	183.0
203 TORQUE ARM PART	EA	1	1	0	4.1800	.00	4.1
097 TORQUE ARM ASSY	EA	1	1	0	45.7600	.00	45.7

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THI AMOUNT
327.39	.00	.00		15.22	.00	.00		342.6

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INVOICE DATE
07/13/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926 5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

INVOICE NO.
A39346-00

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, ORE 97309

PAGE 1

BILL TO 58886
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

SHIP TO

CONTINENTAL CR .& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

CUSTOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT.
1246	07/13/79	NET 10	BEST WAY		

SPECIAL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENS
C96 BANDED V-BELT EA	1	1	0	56.2300	.00	56

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
56.23	.00	.00	.00	.00	.00	56

SALEM COPY

INVOICE DATE
08/27/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A43521-00

PAGE 1

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62918 BOYD ACRES RD.

BEND OR 97701

ATTN:

SHIP TO

CONTINENTAL CRUSH.& LEAS.
62918 BOYD ACRES RD.

BEND OR 97701

ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
OP	08/27/79	NET 10	DIRECT		

AL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
144 POWERBAND BELT EA	1	1	0	89.4000	.00	89.4

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
89.40	.00	.00	1.96	.00	.00	91.3

INVOICE DATE
09/07/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A44601-00

BILL TO 52950
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97721

ATTN:

SHIP TO

CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
1750	09/07/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
1315 TORQUE ARM	EA	1	1	0	483.2080	.00	483.
3X1 15/16 T.A. BUSHING	EA	1	1	0	43.4720	.00	43.
4X1 15/16 T.A. BUSHING	EA	1	1	0	54.3400	.00	54.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
581.01	.00	.00		.00	.00	.00		581.

PAID

INVOICE DATE: 09/17/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 SALEM, OREGON 97309

INVOICE NO. A44996-00

PAGE 1

BILL TO 50956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

CUSTOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT.
1996	09/24/79	NET 10	UPS		

SPECIAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTEN
24SEALKIT TORQUE ARM	EA	2	2	0	25.5360	.00	51
"4 QE BUSHING	EA	1	1	0	82.0000	.00	82

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY AMO
133.15	.00	.00		.00	.00	.00		13

INVOICE DATE
9/22/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-5831	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A150827-00

PAGE 1

BILL TO BPOSe
CONTINENTAL CRUSH.& LEAS.
63916 BOYD ACRES RD.
BEND OR 97701
ATT'N:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
63916 BOYD ACRES RD.
BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
500	9/28/79	NET 10	TRUCK		

AL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
3/16X1/16 FLEXSEAL R BELT	FT	87	87	0	15.8400	.00	1378.0
2 FASTENERS	EA	4	4	0	14.6600	.00	58.6
2 FLEXCO 25 PACK	EA	12	12	0	13.2700	.00	159.2

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THIS AMOUNT
1595.96	.00	.00		.00	.00	.00		1595.9

SALEM COPY

INVOICE DATE
09/19/79

MILL SUPPLY CORP.

SALEM
325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
140 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A45269-00

L TO 52956
CONTINENTAL CRUSH.& LEAS.
62912 BOYI ACRES RD.

BEND OR 97701.

ITN:

SHIP TO

CONTINENTAL CRUSH.& LEAS.
62912 BOYD ACRES RD.

BEND OR 97701

ATIN:

OMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
9E	09/19/79	NET 10	STAGE		

INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
C FLEXCO 100 PACK EA	1	1	0	54.6273	.00	54.62

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
54.62	.00	.00	.00	.00	.00	54.62

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OCT 17
SERVICES
ORGANIZATION

SALEM COPY

INVOICE DATE: 09/21/79

MILL SUPPLY CORP.

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-58[illegible]	615 WILSON ST. EUGENE, ORE 97402 342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO. A45216-00

BILL TO [illegible]
CONTINENTAL CRUSH.& LEAS.
S2010 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
S2010 BOYD ACRES RD.
BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. N
[illegible]	09/21/79	NET 10	STAGE		

CIAL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
30 VEE BELT EA	3	3	0	29.6604	.00	88.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
88.98	.00	.00		.00	.00	.00		88.

SALEM COPY

INVOICE DATE
10/21/79

MILL SUPPLY CORP

SALEM	ALBANY	EUGENE
2325 McGILCHRIST S.E. SALEM, ORE 97302 585-7411	1210 SO. JACKSON ST. ALBANY, ORE 97321 926-58[illegible]	615 WILSON ST. EUGENE, ORE 97402 342-5946

INVOICE NO.
A44997-00

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

SOLD TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
908	09/18/79	NET 10	STAGE		

AL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
30 POWER BAND BELT EA	1	1	0	621.5800	.00	621.5

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THIS AMOUNT
621.58	.00	.00	1.25	.00	.00		622.8

SALEM COPY

INVOICE DATE
10/16/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47007-00

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.

BEND OR 97701

ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
2012	10/16/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
8 VEE BELT	EA	6	6	0	41.0000	.00	246.
8 VEE BELT	EA	2	2	0	13.7000	.00	27.
50 DODGE SHEAVE	EA	1	1	0	46.1700	.00	46.
7X2 3/16 TAPER LOCK BUSHING	EA	1	1	0	6.7716	.00	6.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THIS AMOUNT
326.34	.00	.00		10.85	.00	.00		337.19

INVOICE DATE
10/16/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47008-00

ILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
212 BOB	10/16/79	NET 10	WILL CALL		

AL INSTRUCTIONS

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
1/1 15/16SCU SC UNIT EA	2	2	0	14.4699	.00	28.9

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THIS AMOUNT
28.93	.00	.00		2.90	.00	.00		31.8

SALEM COPY

INVOICE DATE
10/16/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBA
1210 SO. JACKSON
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

INVOICE NO.
A47009-00

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

BILL TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. N
2032	10/16/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

OPEN

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
5V670 BANDED BELT EA	3	3	0	21.9778	.00	65.

GROSS	LESS DISCOUNT	PLUS TAX		PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY TH AMOUN
65.93	.00	.00		.00	.00	.00		65.

SALEM COPY

INVOICE DATE
10/22/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
A47011-00

BILL TO F2956
CONTINENTAL CRUSH.S LEAS.
62912 BOYD ACRES RD.

BEND OR 97701

ATTN:

SHIP TO

CONTINENTAL CRUSH.S LEAS.
62912 BOYD ACRES RD.

BEND OR 97701

ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO
2037	10/22/79	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSIO
3V750 SANDED BELT	EA	1	1	0	24.4923	.00	24.
2144 SANDED BELT	EA	1	1	0	98.5375	.00	98.
2/16SCMU UNIT	EA	2	2	0	37.9682	.00	75.
14/1 15/16SCU SC UNIT	EA	2	2	0	14.4699	.00	28.
3/16SCU SC UNIT	EA	1	1	0	17.2086	.00	17.

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
245.08	.00	.00	.00	.00	.00	245.

SALEM COPY

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
121 SO. JACKSON
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE DATE	INVOICE NO.
10/22/	A47013-00

ILL TO 62956
CONTINENTAL CRUSH.& LEAS.
62913 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62913 BOYD ACRES RD.
BEND OR 97701
ATTN:

STOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
352	102279	NET 10	WILL CALL		

IAL INSTRUCTIONS

DESCRIPTION		QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
10 VEE BELT	EA	4	4	0	58.1224	.00	232.4
3E FLEXCO 25 PACK	EA	4	4	0	13.2790	.00	53.1

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT		PAY THIS AMOUNT
285.59	.00	.00	5.40	.00	.00		290.9

SALEM COPY

INVOICE DATE
11/29/79

MILL SUPPLY CORP.

SALEM
2325 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
B87210-00

SOLD TO 52956
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62910 BOYD ACRES RD.
BEND OR 97701
ATTN:

C R E D I T M E M O

TOMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
252	11/01/79	NET 10	PAST DAY		

AL INSTRUCTIONS A47013 NOT NEEDED. WRONG SIZE

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
2 VEE BELT EA	4	4	0	58.1200	.00	232.4
1 15% RESTOCK CHG. EA	1	1	0	34.2700	.00	34.2

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
197.61-	.00	.00	.00	.00	.00	197.6

SALEM COPY

INVOICE DATE
10/23/79

MILL SUPPLY CORP.

SALEM
825 McGILCHRIST S.E.
SALEM, ORE 97302
585-7411

ALBANY
1210 SO. JACKSON ST.
ALBANY, ORE 97321
926-5831

EUGENE
615 WILSON ST.
EUGENE, ORE 97402
342-5946

REMITTANCE ADDRESS: P.O. BOX 12216 • SALEM, OREGON 97309

INVOICE NO.
B19950-20

L TO 52956
CONTINENTAL CRUSH.& LEAS.
62917 BOYD ACRES RD.

BEND OR 97701

SHIP TO
CONTINENTAL CRUSH.& LEAS.
62917 BOYD ACRES RD.

BEND OR 97701

TTN: ATTN:

C R E D I T M E M O

OMER ORDER NO.	DATE WANTED	TERMS	SHIP VIA	F.O.B.	DEPT. NO.
50	09/21/79	NET 10	BEST WAY		

L INSTRUCTIONS A45216 CUST. DIDN'T NEED

DESCRIPTION	QTY. ORD.	QTY. SHP.	QTY. B.O.	PRICE	DISC.	EXTENSION
VEE BELT EA	3	3	0	29.6604	.00	88.98
10% RESTOCKING CHARGE	1	1	0	8.8900	.00	8.89
ECT STAGE BILL	1	1	0	.0000	.00	.00

GROSS	LESS DISCOUNT	PLUS TAX	PLUS FREIGHT	PLUS HANDLING	MINUS DEPOSIT	PAY THIS AMOUNT
80.09-	.00	.00	2.90	.00	.00	77.19-

SALEM COPY

8850

CON 5
#8850

October 22, 1979

U. S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8850 awarded to Continental Crushing & Leasing, Inc., for the Ukiah Rock Production Project on the Pendleton-John Day Highway in Umatilla County was completed on June 11, 1979, and accepted by the State Highway Engineer on October 17, 1979.

Final payment in the amount of $4,333.12 will be released to the contractor after October 29, 1979. The total contract amount is $98,023.54 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

Served
Consent Cal.
3(b) L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 9, 1979

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Ukiah Rock Production
Contract No. 8850

The subject state project is nearing completion and an overrun of approximately $11,719 (or 12.5%) is apparent. The contract specified four sizes of aggregate to be produced with a required quantity for each size. In meeting the quantity requirement the contractor substantially overproduced one size. The Highway Division can make use of the excess material and therefore agreed to purchase it at a reduced price.

It is recommended that the authorization for this project be increased by $11,719 to a new total of $105,350.52.

This matter will be on the Consent Calendar for your August 21 meeting.

WR:mk jh

bc: F. B. Klaboe
C. W. Head
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

Form 734-3122

Form E-372 (Rev. 10-68)

8850

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Ukiah Date 8/1/79

Highway Pendleton-John Day Contract No. 8850

County Umatilla Kind of Work Rock Production Contractor Continental Crushing & Leasing

	Authorized	Estimated	
Contract Amount	$81,774.00	$88,418.34	
Anticipated Items	0	0	
Contingency (4½%)	3,679.83	11,621.39	
Engineering	8,177.40	7,335.79	
Credits		-2,025.00	Liq. Damages
PROJECT COST	$93,631.23	$105,350.52	
	NET INCREASE $	11,719.29	12.5%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
C	Bid Item #1/ 3/4"-1/2" Material in stockpile	$22,715.00	$ +1,379.39
C	" " #2/ 1/2"-1/4" " " "	16,225.00	+ 926.51
C	" " #3/ 3/8"-#10 " " "	38,940.00	+3,894.00
C	" " #4/ 1/4"-#10 " " "	3,894.00	+ 444.44
U	PA #1. Purchase stockpiled by products	700.00	+ 700.00
U	PA #2. Purchase 3/8"-#10 overrun material	9,457.62	+9,457.62
U	PA #3. Haul Adjustment/Favor of Contractor	1,463.77	+1,463.77

REASONS: Plan quantities were exceeded & additional material was purchased at unit price up to a maximum of 10% overrun. Quantities in excess of 10% overrun were purchased at a reduced price under PA #2. PA #1 was written to purchase stockpiled materials. PA #3 was a haul adjustment in favor of the Contractor. The haul adjustment was necessary due to the change in location of one stockpile from Site "A" to Site "B".

Principal reasons for overruns (Continue on reverse side):

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W C Fenno
Resident Engineer

Confirmed by
Division Engineer

Noted by 8/21/79
Construction or Bridge Engineer

Noted by
State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8850

Salem, Oregon

August 9, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Ukiah Rock Production
Contract No. 8850

This project is presently being finaled and an overrun of $11,719, or 12.5%, is apparent. The primary cause of overrun was the purchase of excess 3/8"-#10 material produced. The first 10 percent was purchased at bid price with the remainder purchased at a slightly reduced price. This increased the project cost by $13,352.

It is recommended that the authorization for this project be increased by $11,719 to a new total of $105,350.52.

A rough draft letter to the Transportation Commission is attached.

OBJ:WR:fr

Att.

cc: W. E. Schwartz
W. C. Ferguson
Robert Church

8850 No. 7 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ukiah		WEEK ENDING: June 16, 1979
		SECTION PREFIX: 30-8344
HIGHWAY: Pendleton/John Day Hwy.		COUNTY: Umatilla
NAME OF JOB: Ukiah	KIND OF WORK: Rock Production	
CONTRACTOR: Continental Crushing & Leasing, Inc.	CONTRACT NUMBER: 8850	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 21, 1978	DATE WORK STARTED: March 19, 1979	ESTIMATED COMPLETION DATE: June 11, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 93,631.23	SPECIFIED COMPLETION DATE: May 15, 1979	PERCENT OF TIME ELAPSED: 114%
EXCLUSIVE OF ENGINEERING: $ 85,453.83	ENGINEERING AUTHORIZATION $ 8,177.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 85,453.83	ENGINEERING COST TO DATE $ 5,469.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 67 %	DATE PROJECT WAS COMPLETED: June 11, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,600 CY		
TOTAL QUANTITIES CORRECTED TO DATE			15,270 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			15,270 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			overtime		
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

1 D-8, 1 loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10		1		
MONDAY 11	Clear & warm	1		2nd notification sent in as of this date
TUESDAY 12	Clear & warm	0		
WEDNESDAY 13	Clear & warm	0		
THURSDAY 14	Ptly cldy & mild	0		
FRIDAY 15	Ptly cldy & mild	0		
SATURDAY 16		0		

RECEIVED
JUN 18 1979
CONSTRUCTION BRANCH

Acebey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 10	No Activity
MONDAY 11	Contractor completed stockpiling material and moved out some equipment.
TUESDAY 12	Contractor moving equipment out and cleaning up pit site.
WEDNESDAY 13	Completed clean up of pit site and contractor moved out all equipment except a cat.
THURSDAY 14	No Activity
FRIDAY 15	No Activity
SATURDAY 16	No Activity

REMARKS

Contractor completed crushing material June 8, 1979, and completed stockpiling material June 11, 1979. All equipment except a Cat moved off the project and pit site cleaned up.

SIGNED W. C. Ferguson LOCATION Pendleton

W. C. Ferguson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8850

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 26, 1978

Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8850 for the Ukiah Rock Production Project on the Pendleton-John Day Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

khr
Enclosure

cc: United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
Robert Church
Jim Kimms
Wendell Schwartz
Wm. C. Ferguson

NOTE: Contract No. 8850 was sent to Dennis V. Snyder by mistake on Nov. 22, 1978 (Mailroom stuffed in envelope with Snyder's cpntract). Snyder returned it to us on 12-4-78.

Contract was re-sent on December 4, 1978, to Continental Crushing & Leasing, Inc.

8850

November 22, 1978

Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

Gentlemen:

Enclosed are three copies of Contract No. 8850 awarded to you on November 21 for the Ukiah Rock Production Project on the Pendleton-John Day Highway in Umatilla County in the amount of $81,774.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 15, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
Wendell Schwartz
Wm. C. Ferguson

1978 S. Third St. at Wilson Ave. in Bend. (traffic signal) 8851

OKA 4154 7-20-78

#8851

April 6, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COR 5
#8851

Gentlemen:

A post-final payment for $447.43 will be made to Clarke Electric Company on Contract No. 8851 for traffic signal installation on the S. Third St. at Wilson Ave. (Bend) Section of The Dalles-California Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $59,263.09 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Clarke Electric Company
450 W. 5th Avenue
P. O. Box 10326
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Kassey
Walt Hart
Dale Allen

#8851

December 26, 1980

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

COM 5
#8851

Gentlemen:

Contract No. 8851 awarded to Clarke Electric Company for a traffic signal installation on South Third Street at Wilson Avenue in Bend, Deschutes County, was completed on December 12, 1980, and accepted by the State Highway Division on December 24, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed but not before December 31, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

fkm

cc United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

Clarke Electric Company
P. O. Box 10326
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8851

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: December 24, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of December 24, 1980.

Contract	8851	On Site Work Substantially Completed	July 13, 1979
All Work Completed	December 12, 1980		
Project	S. 3rd St. @ Wilson Ave. (Bend)		
Highway	The Dalles-California		
County	Deschutes		
Type of Work	Traffic Signal Installation		
Contractor	Clarke Electric Co.		

RDC:mk

cc: H. S. Coulter
R. D. Church

12/26

8851

REFERRED TO
1 Board W&B Steudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Isu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8-13-80

1 Versteeg
2 Anderson
Christensen Dw
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
AUG 13 1980
ROAD DESIGN SECTION

4

Do Not File
Form To
Bring Up
Action

NARRATIVE REPORT
THIRD ST. AT WILSON AVE. (BEND)
THE DALLES-CALIFORNIA HWY.
DESCHUTES COUNTY

The contract was awarded November 21, 1978 to Clarke Electric Company of Eugene for the amount of $55,916.00 with a specified completion time of 220 calendar days.

The contractor did not start work until March 13, 1979 because of delay in getting the steel poles. Work progressed steadily until March 29th, when it was found that the saw cuts for the detector loops were cutting through the pavement on Wilson. The contractor left the project until the City of Bend removed the existing pavement and placed asphaltic concrete in the bad areas. The pavement for loops 3 and 4 on Third Street was also replaced at this time.

The contractor resumed work April 11, 1979 and worked continuously until April 27th, when work was suspended because of lack of controller, etc. Work was again resumed on May 19th and the signals were put in operation June 20, 1979. The fire pre-emption system was not put in operation until July 13, 1979.

The contractor started installing the 3' x 3' detector loops with the corners chamfered, and 23 of the 26 loops were installed this way before the error was discovered. After considerable discussion and some testing, the contractor was notified by letter for the third time that he would be required to replace the 23 unnacceptable loops with the specified 3' x 3' loops with square corners. The last letter, dated February 28, 1980, also informed the contractor that unless work was started by April 1, 1980, State forces would do the work and costs deducted from the final payment.

State forces replaced the loops on June 30 and July 1, 1980 at a cost of $1,657.60. Price Agreement No. 2 giving credit to the State has been submitted to the contractor for approval.

The grout under three of the pole bases has deteriorated and partially crumbled out. The contractor has known of this condition for nearly a year, but as of this date has not yet made the necessary repairs.

The curb radius on the northwest corner was increased to 55' radius under the contract to facilitate turning movements. In addition to this, the pole on the southwest corner was moved 15.5' south of the plan location to allow for a probable future increase of curb radius at that corner.

Traffic Control Summary

Traffic control was accomplished primarily with use of flagmen and cones. Existing traffic was extremely heavy on both streets with many vehicles, a large percentage of which were trucks, making left turns which complicated traffic control. Any time the contractor was working in the street a flagman was required and most times two were required.

N.D. Krehbiel
Resident Engineer

Project: S. Third @ Wilson Ave. (Bend)

Highway: The Dalles-California

County: Deschutes

Contract: 8851

Prefix: 009-8218

F. A. No.: State

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+or-)
Bid Items	$	$55,916.00	$59,498.00	+ 6
Anticipated Items	$	$ 1,200.00	$1,200.00	0
Contingencies	$	$ 2,570.22	$ 2,859.96	+11
Engineering	$	$ 5,711.60	$ 7,020.64	+23
Liquidated Damages	$	$ -0-	$ -75.00	
Total		$65,397.82	$70,503.60	+ 8

Item 3 - Flagmen	Hrs	40	343.5	+759

There were 40 hours flagging time set up for this item, which was insufficient for the heavy volume of traffic at this intersection. In addition to increased traffic generated by the new shopping center southeast of the intersection, there was a heavy volume of truck movement in and out of Wilson Avenue because of the industrial area (Brooks-Scanlon, etc.) west of the intersection.

8851

Form 81-734-1169 (Rev. 8-73)

~~AIP~~ 9-N

OREGON STATE HIGHWAY DIVISION

Adjustment

~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name S. Third St. at Wilson Avenue (Bend) Date July 25, 1980, 19

Highway The Dalles-California Contract No. 8851

County Deschutes Prefix 009-8218

Contractor Clarke Electric Company F. A. Project No. State

Address 450 West 5th Avenue, Eugene, Or 97401 Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: ~~Replace #3 unacceptable detection loops with State forces.~~
Establish credit due State for ~~this work.~~ → replacement of 23 detector loops (see SFO 2)

Locations by station numbers:

Third St. at Wilson Avenue.

Names of pay items, estimated quantities and agreed prices: ~~90102~~ 6002 Cr. For ~~Replace~~ Replaced detector loops by State -----(-) ~~$1,657.60~~ 2305.53 - per J.C.S. - ~~AOC~~ L.S.
(Credit to the State)

Specifications, basis of measurement and other provisions:

Credit to State established by actual cost of work per attached cost breakdown.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 65,397.82
Present estimate of project cost, including $ ..... for work under this order	$ 69,303.60
Expected ~~under-run~~ over-run (amount)	$ 3,905.78
Expected ~~under-run~~ over-run (per cent)	6

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Signed ..... Contractor

Approval Recommended: [signature] Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

12-19-80

DS 12-24-80

SP*19603-734

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Third and Wilson (Bend)	WEEK ENDING: July 14, 1979	
	SECTION PREFIX: 9-8218	
HIGHWAY: The Dalles-California	COUNTY: Deschutes	
NAME OF JOB: S. Third St. At Wilson Ave. (Bend)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Clarke Electric Company	CONTRACT NUMBER: 8851	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: November 21, 1978	DATE WORK STARTED: March 13, 1979	ESTIMATED COMPLETION DATE: 7/1/79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 221
PROJECT AUTHORIZATION: $55,916.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $50,204.40	ENGINEERING AUTHORIZATION $5,711.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $50,204.40	ENGINEERING COST TO DATE $6,350.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 112 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY	Clear, Warm			
SATURDAY				

Keasey 13
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
JUL 24 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	Hooked-up fire preemption system.
SATURDAY	

REMARKS

System: Hooked-up fire preemption system. Job completed except rework and clean-up.

Next Week: No work scheduled.

Const. (3)
Region
file

RECEIVED

SIGNED N.D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-5216

8851

CITY of BEND

P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

February 1, 1979

Gerald W. Wimer, Local Government Manager
Department of Transportation
Transportation Building
Salem, OR 97310

Re: #548 - Bend
694 SE 3rd
Bend, OR
(Traffic Signal)

Dear Mr. Wimer:

Enclosed is our check No. 6603, in the amount of $11,900.00 as per your request to complete the advanced deposit to cover the estimated cost of $65,397.82. We will be expecting an accounting of the actual installation costs and a refund in the event actual costs are less than the amount deposited.

If further information is needed, kindly let me know.

Sincerely,

James W. Kerfoot
Recorder-Treasurer

JWK:at
Encl.

Notified John Hogedorn 2-7-79

ok To File

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 6 1979
File: PM FA LG OP
TAA

885.

January 8, 1979

Albertson Inc.
P. O. Box 20
Boise, Idaho 83726

Attn: Amy R. Richter
Asst. General Counsel

Gentlemen:

The City of Bend asked us to notify you that on November 16, 1978 a satisfactory bid was received from Clark Electric Co., 450 W. 5th Ave., Eugene, Oregon 97401 for installation of traffic signals on S. Third Street @ Wilson Ave.

The anticipated construction cost of their bid is as follows:

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 1,020.00
Temporary Signs	Sq. Ft.	179	$ 4.00	716.00
Flagmen	Hour	40	12.00	480.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	53,700.00
Signal Controller Testing				1,200.00
4½% Contingencies				2,570.22
(10%) Engineering				5,711.60
ESTIMATED TOTAL COST				$65,397.82
Less City's Advance Deposit				$53,500.00
City's Advance Deposit Rounded to $11,900.00				$11,897.82

Agreement reads "City shall pay any amount which, when added to City's advance deposit, shall equal 100 percent of the total actual cost."

Very truly yours,

Gerald W. Wimer
Local Government Manager

FH:dmc
cc: Region 4 Federal Aid Specialist
City of Bend
P.O. Box 431
Bend, OR. 97701
Attn: Jim Kerfoot

8851

Date 1-5-79 PROJECT MANAGEMENT OFFICE MEMO

Subject 3rd & Wilson legal Deposit File No. _____

Received (call) (~~visit~~) from Jim Kerfoot

Address _____

Made (call) (visit) to _____ Phone 382-4211

Reason for contact and general discussion: _____

Has my letter asking for an additional #11,900. They look to Albertson for payment. Albertson wants bid item breakdown. Promised to provide. Wants sent to: Amy R Richter: Send copy transmittal & detail

Asst General Counsel to: City of Bend

Albertson, Inc attn: Jim Kerfoot

PO Box 20 PO Box 431

Boise Idaho 83726 Signature J Wimer Bend Ore 97701

TAA - Fred Helldebrandt

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )

Circulate: PME LGE OPE FAE CCE OM Other

8851

bc F. B. Klaboe
Cecil Head
D. H. Moehring
Jack Sollis
H. S. Coulter
J. H. Versteeg
L. E. George
C. T. Keasey
Dale Allen

December 27, 1978

Emerson Hamilton
Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Dear Mr. Hamilton:

Traffic Signal
S. Third Street at Wilson Avenue (Bend)
The Dalles-California Highway

Your recent letter asked for "...the specific considerations that were made regarding the rejection of the initial bids..." taken for the subject project now under Oregon State Highway Division Contract No. 8851.

1. At the 9 a.m. bid opening, I noted the large difference in bids received and suspected that something was wrong with the low bid proposal. Within three hours after bids were received, Mr. Charles Cathey of Clarke Electric was in contact with our department, indicating he erred by omitting the cost of the traffic signal equipment from his bid. Arrangements were made for him to submit documentation of his error and explain the matter the next morning.

2. Our Chief Legal Counsel, one other staff member, and I met with Mr. Cathey the next morning. His letter and attachments documented that $11,203 of equipment had been omitted from his bid proposal. I took the matter under advisement.

3. Our Traffic Engineer, after studying the bids and the information submitted by Clarke Electric, advised that the signal equipment was not included in the bid.

4. I reviewed the variations between the bids and the engineer's estimate and found that they supported Mr. Cathey's contention and confirmed our Traffic

Engineer's analysis. A tabulation of the bids is as follows:

Item	Engineer's Estimate	Bids Submitted Clarke	Hamilton	Mill Plain	Linnco
Temp. Protec. & Direc. of Traffic	$ 1,190.00	$ 910.00	$ 732.00	$ 300.00	$ 1,856.00
Temp. Signs	1,074.00	716.00	844.88	223.75	671.25
Flagmen	740.00	480.00	1,120.80	400.00	800.00
Traffic Sig. Inst.	52,839.00	39,874.00	56,425.00	58,629.25	61,459.00
Total Bid	$55,843.00	$41,980.00	$59,122.68	$59,553.00	$64,786.25

5. We consulted the City of Bend (for whom bids were taken) and they recommended rejection of all bids.

6. Clarke Electric supplemented their earlier letter, stating if they could not correct their earlier bid then "...Clarke Electric would accept having our bid...removed from consideration, provided this can be accomplished at no cost to Clarke Electric, and without forfeiting any bid bond funds..."

7. Our Legal Counsel then reviewed the matter in more detail, indicating "...it is my opinion that they can be released from their bid bond as they have met the criteria in Oregon case law..."

8. The State Highway Engineer then recommended to the Oregon Transportation Commission to reject all bids. They concurred.

9. I then wrote Clarke Electric (November 8, 1978) advising that their proposal could not be corrected; all bids were rejected; and their bid bond was being released.

Cited above, and quoted where appropriate, are the considerations that led to the rejection of the initial bids. I hope this satisfactorily answers your questions.

Very truly yours,

E. S. Hunter
Technical Services Engineer

GWW:dmc/ESH:ja

ELECTRICAL CONTRACTING

December 14, 1978

Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Attention: E. S. Hunter

Thank you for your prompt response to our letter regarding O.S.H.D. contract #8851. We would appreciate it if you could provide additional information regarding the procedure for the rejection of bids due to "substantial errors".

We would also appreciate it if you could provide us with a record of the specific considerations that were made regarding the rejection of the initial bids. A copy of the minutes would be helpful, if available.

Very truly yours,

Emerson Hamilton

EH/jb

RECEIVED
TECHNICAL SERVICES
DEC15'78
REFER TO
FOR
Info
Inves
R/C
E/R
Eng
at

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 706 EUGENE, OREGON 97440

bc F. B. Klaboe
C. W. Head
D. H. Moehring
Jack Sollis
H. S. Coulter
J. H. Versteeg
L. E. George
C. T. Keasey
Dale Allen

December 11, 1978

Mr. Emerson Hamilton
Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Dear Mr. Hamilton:

Your recent letter concerning O.S.H.D. Contract No. 8851 requested certain information concerning the bidding of that project.

As you know, it was first bid October 16, 1978. At that time there were four proposals submitted: Clarke Electric - $41,980; Hamilton Electric - $59,122.68; Mill Plain Electric - $59,553; Linnco Electric - $64,786.27. The apparent low bid by Clarke Electric was rejected because the contractor made substantial errors in his proposal.

Careful examination of the remaining three bids by our engineering staff indicated that a saving of nearly $6,000 over that bid submitted by your firm might be expected by re-bidding the project. Therefore, in accordance with Standard Specification 102.18, the Transportation Commission decided to reject all bids and re-advertise the project.

Bids were opened for the second time on this project November 16, 1978. The bids received at that time were: Clarke Electric - $55,916; Hamilton Electric - $57,392.68; Mill Plain Electric - $65,150.

The project was awarded to Clarke Electric for $55,916, which is $3,206.68 less than your bid of $59,122.68 received at the October 16, 1978 bid opening. Re-advertising this project did show a substantial saving.

I hope that this explanation answers the questions you had concerning the project and clears up any misunderstanding concerning the prices bid on the project.

Very truly yours,

E. S. Hunter
Technical Services Engineer

ESH:ja

ERH

D. THIRD ST. AT WILSON AVE. (B[illegible]Y)
THE DALLES - CALIFORNIA HIGHWAY
DESCHUTES COUNTY

OCTOBER 16, 1978	ENGINEER'S ESTIMATE	CLARKE ELECTRIC INC	HAMILTON ELECTRIC INC.	MILL PLAIN ELECTRIC INC.	LINNCO ELECTRIC C
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LUMP SUM 1,190.00	910.00	732.00	300.00	1,856.0
. TEMPORARY SIGNS	179 @ 6.00 1,074.00	179 @ 4.00 716.00	179 @ 4.72 844.88	179 @ 1.25 223.75	179 @ 3.75 671.25
. FLAGMEN	40 @ 18.50 740.00	40 @ 12.00 480.00	40 @ 28.02 1,120.80	40 @ 10.00 400.00	40 @ 20.0 800.0
. TRAFFIC SIGNAL INSTALLATION COMPLETE	LUMP SUM 52,839.00	39,874.00	56,425.00	58,629.25	61,459.0
TOTAL	55,843.00	41,980.00	59,122.68 ✓ 5.87%	59,553.00	64,786.2
		11,203			
		53,183			

NOVEMBER 16, 1978	ENGINEERS EST				
TEMP PROTECTION AND DIRECTION OF TRAFFIC	1,190.00	1,020.00	732.00	1,600.00	—
TEMP. SIGNS sq. ft.	179 @ 6.00 1,074.00	179 @ 4.00 716.00	179 @ 4.72 844.88	179 @ 2.00 358.00	—
FLAGMEN hrs.	40 @ 18.50 740.00	40 x 12.00 480.00	40 @ 28.02 1,120.80	40 @ 12.50 500.00	—
TRAFFIC SIGNAL INSTALLATION COMPLETE	52,839.00	53,700.00	54,695.00	63,150.00	—
TOTAL	55,843.00	55,916.00	57,392.68	65,150.00	—

ELECTRICAL CONTRACTING

November 28, 1978

RECEIVED
TECHNICAL SERVICES
NOV 30 78
REFER TO
Maehrin
FOR
Init. Init. Init. O.K. Sig. Init. Init.

Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

RE: O.S.H.D. Contract #8851

We note on your recent tabulation of bids received on November 16, 1978, that you have awarded a contract for a traffic signal installation at South 3rd Street at Wilson Avenue in Bend. As you are aware, this is the second bidding of this project. We would like to know why this job was rebid since, on the original bid, the successful contractor was considerably lower than on this bid. If the contractor made a mistake on the original bid and the Department of Transportation allowed him to be relieved of the obligations under his bid bond, it would appear that it would be more equitable to award the bid to the second low bidder rather than rebidding the job and increasing the cost to the State by over $15,000. We would appreciate your explanation.

Very truly yours,

Emerson Hamilton

cc Carter
Wimer
Please draft a reply for Hunter.

PROJECT MANAGEMENT
RME ☐ CCE ☐ OM ☐
MAE ☐ FAE ☐ OPE ☐
EH/jb
DEC 1 1978

File: PM FA
TAA LG OP

RECEIVED
NOV 30 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION
EUGENE, OREGON 97401

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708

8851

ROBERT W STRAUB
GOVERNOR

bbc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Dale Allen
Norman Krehbiel
L. E. George

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1978

Clarke Electric Company
450 W. 5th Avenue
P. O. Box 10326
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8851 for traffic signal installation on S. Third Street at Wilson Avenue in Bend, Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dla
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
P. O. Box 1706
Eugene, OR 97401

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

November 28, 19..

Re: Clarke Electric Co.
Contract No. 8851

Enclosed, in triplicate, are the contract forms including the Performance Bond for the above caption.

If you have any questions, please do not hesitate to contact our office.

Sincerely,

Margie Johnson
Bond Department

Enc.

CC: Clarke Electric Co.

RECEIVED
NOV 29 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO

Department of Transportation
Transportation Building
Salem, Oregon 97310

WARD
INSURANCE AGENCY
P. O. BOX 10167
EUGENE, OREGON 97440
PHONE 503/687-1117

#8851

November 22, 1978

Clarke Electric Company
450 W. 5th Avenue
P. O. Box 10326
Eugene, OR 97401

Gentlemen:

Enclosed are three copies of Contract No. 8851 awarded to you on November 21 for traffic signal installation on S. Third Street at Wilson Avenue in Bend, Deschutes County, in the amount of $55,916.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 5, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
Dale Allen
Norman Krehbiel
L. E. George

8851

November 20, 1978

City of Bend
City Hall
Bend, Oregon 97701

Attn: James W. Kerfoot
City Recorder

Gentlemen:

On November 16, 1978 a satisfactory bid was received from Clark Electric Co., 450 W. 5th Ave., Eugene, Oregon 97401 for installation of traffic signals on S. Third Street @ Wilson Ave.

The anticipated construction cost of their bid is as follows:

Bid Items	$55,916.00
Signal Controller Testing	1,200.00
4½% Contingencies	2,570.22
(10%) Engineering	5,711.60
ESTIMATED TOTAL COST	$65,397.82
Less City's Advance Deposit	$53,500.00
City's Advance Deposit	$11,897.82
Rounded to $11,900.00	

Agreement reads "City shall pay any amount which, when added to City's advance deposit, shall equal 100 percent of the total actual cost. Any portion of said advance deposit which is in excess of the total actual cost of the project shall be refunded to City."

Please make your check for $11,900.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

1-4-79
Talked to John H - in regards to the above advance. He will check with City
DJ

Very truly yours,

Gerald W. Wimer
Local Government Manager

FM:dms

bc w/AD#543: Region 4 Federal Aid Specialist
Vern Skoog-Please return completed AD#543 when check is received.

X851

PROJECT MANAGEMENT OFFICE MEMO

Date: 11-20-78

Subject: Traffic Signal Installations (Variable)

Received a visit from City Managers of Bend, Oregon City & Newberg.

Made a call to Region 1, 2 & 4 Traffic Section

Reason for contact and general discussion: Possible use of materials and signal equipment from State stockpile w/replacement by city upon award of (future) contract. These three cities, as well as, Lebanon, would like to proceed with installation at their respective locations with the city or developer, putting up full deposit in first instance. This type of proposal is currently ruled out by the Traffic Section due to large demand on States available materials and precedent setting. Only changing the policy permits State's furnishing the equipment in such installations.

It has been indicated that this matter will probably be discussed with Oregon Transportation Commission member (Mike Hollern) especially in the Bend situation at 3rd and Wilson by City Manager Art Johnson. (Signal advertised for November letting).

Oregon City Manager Al Simonson has a similar concern at Molalla Avenue and Clairmont Street (See prior correspondence).

Myrland Gilbert of Newberg is concerned with a proposed signal at 99W and Springbrook (review being made).

Ed Ivie of Lebanon would like immediate attention at the intersection of US 20 and Dewey Street (deposit made).

The foregoing is most likely only a token of those currently known, however, they have been brought to immediate attention and should be reviewed by Region and Salem staff. Developers or corporations are involved in all instances even though they are at major street intersections and the city managers have indicated they (developers) will finance initially for immediate installation.

Another long standing concern of local government is the time consumed by testing of signal equipment at state environmental chamber. (I believe additional chamber being installed at present).

These matters have been discussed with the various regions involved and also at staff level with the Traffic Section and Mr. Rulien of Administration.

D N. Harwell by pf

D. N. Harwell
Co.-City Coordinator,
Project Management

RECEIVED
DOT OPERATIONS
NOV 27 '78
REFER TO
FOR
Info | Appr | R/C | D/K | Sign | Act | File

DNH:GWW:pf

cc: F. Klaboe
L. W. Rulien ✓
H. S. Coulter
E. S. Hunter
L. E. George
Region Engineers
Bob Judson

RECEIVED
NOV 2[illegible] 1978
[illegible] Development

NOTED
F. B. KLABOE

Klaboe - Can we stockpile more signals? Jay

8851

PROJECT MANAGEMENT OFFICE MEMO

Date 11-8-78

Subject Cost to readvertise S 3rd D Wilson in Bond File No.

Received (call) (~~visit~~) from C Head (response to earlier request)

Address

Made (call) (visit) to Phone 6526

Reason for contact and general discussion:

He thought three costs involved to readvertise:

Printing etc #200-300 (Per Sullivan)

Postage No figure given

Daily Journal Comm Ad #335

Total #550-650 Say #600 ±

Signature A Kinser

File ( ) (X) ( ) ( ) ( ) (X) ( ) ( )
Circulate: PME LGE OPE FAE COE OM Other

8851

November 8, 1978

Clark Electric, Inc.
P. O. Box 10326
Eugene, OR 97440

Attention Charles H. Cathey

Dear Sir:

Bid Error
Traffic Signal Installation at
South Third Street and Wilson Avenue
Bend, Oregon

In reply to your November 1 letter, please be advised that we have rejected all bids on the above project.

Upon advice of legal counsel, we must inform you that the error in your bid cannot be corrected.

Our legal counsel has also advised us that you may be released from your bid bond because of the error in your bid proposal.

Sincerely,

E. S. Hunter
Technical Services Engineer

bc C. W. Head
D. H. Moehring
J. H. Versteeg
L. E. George
Jack Sollis

JLS:jw ja

DEPARTMENT OF JUSTICE

Memorandum

TO: E.S. Hunter
Technical Services Manager

DATE: November 2, 1978

FROM: Jack L. Sollis JLS
Assistant Attorney General and Counsel

SUBJECT: Bid by Clarke Electric - Traffic Installation at South 3rd St. and Wilson Avenue, Bend, Oregon

copy LSG

After reviewing the material supplied by your office relating to the error of Clarke Electric in bidding on the above project, it is my opinion that they can be released from their bid bond as they have met the criteria cited in Oregon case law. I have attached to this memo a letter from Clarke Electric requesting that their bid either be corrected or that they may be allowed to withdraw it, and I have so drafted a reply for your signature.

JLS:jw

Attachments

RECEIVED
TECHNICAL SERVICES
NOV 3 '78
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Appr | File

Clarke Electric, Inc.

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

NOTED
JACK L. SOLLIS

November 1. 1978

Department of Transportation

Transport Building

Salem, Oregon

Attn: Jerry Wimer Suite 207.

Subject: Traffic Signal Installation at
South 3rd St and Wilson Ave. Bend, Oregon.

Referance: Letter to Department of Transportation from
Clarke Electric Inc. Dated October 26, 1978.

Dear Mr Wimer;

Per our ealier conversations, and the above referenced letter, Clarke Electric requested that an error in our bid for the subject traffic signal installation be corrected.

If this is not acceptable, Clarke Electric would accept having our bid for the above traffic signal be removed from consideration, provided this can be accomplished at no cost to Clarke Electric, and without forfeiting any bid bond funds.

Sincerely,

Charles H. Cathey

Charles H. Cathey.
Clarke Electric

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CPE ☐
NOV 2 1978
File: PM FA
TAA LG OP

CHC/sjr

cc Jack Sollis- Please follow up (Orig Letter to Sollis)
H. S. Coulter
E S Hunter
Cecil Heal
Harold Warner

Sent 11-2-78

8851

PROJECT MANAGEMENT OFFICE MEMO

Date 11-1-78

Subject Bond Tr-Signal File No.

Received (call) (visit) from @ Albertson's Mooring

Address

Made (call) ~~(visit)~~ to C.W. Head Phone

Reason for contact and general discussion: ? Why not go to second bidder ?

# of bidders State Estimate #56,900.00

1 - Clark 41,980

2 - Hamilton 59,122.68

3 - Mill Plan 59,553

Project readvertised for 11-16-78
Don N.

Clarks error was #5300 under Engr. Estimate. Can do for #53,000 per all sheets. Engr. estimate all below bids. Have all bids rejected as too high

Signature Don Head

File ( ) ( ) (X) ( ) ( ) (X) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

#8851

Clarke Electric, Inc.

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

RECEIVED
TECHNICAL SERVICES
OCT 26 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

October 26, 1978

NOTED
S. HUNTER

Department of Transportation
Salem, Oregon

Subject: Bend Traffic Signal Bid of October 26, 1978

Gentlemen:

Approximately, 2 1/2 hours after the bids wre opened Thursday morning, my office called to establish our position in the bidding. The figures showed Clarke Electric low by approximately $ 15,000.00 or more than 25%. This made me immediately go back and review our bid takeoff sheets. The error which was quickly apparent, was that we had failed to include the quotations for the traffic signal equipment.

The quotations we intended to use were:

Automatic Signals (for controller, signal heads, and other signal equipment)	$ 8,940.00
3M Company (for fire pre-emption detectors)	2,263.00
TOTAL	$ 11,203.00

I immediately called the Oregon State Highway Division people in Salem to establish what to do next about the problem. The people there, returned my call at 12:30 p.m., and subsequently we agreed to meet in Salem on October 27, 1978 to discuss the problem.

In discussion of the problem with Oregon State Officials, my attention was drawn to paragraph 102.18 of the Standard Specifications for Highway Construction, which says in part, " the right is reserved to reject any or all proposals, to waive technicalities and, with the consent of the bidder, to correct patent errors; if in the judgment of the Commission the best interests of the State or the Division will be served or promoted thereby."

Accompaning this letter is our takeoff package and cover sheet showing what was included in our bid figure for the traffic signal job. Also in the folder are our quotation sheets as they were taken over the telephone the day before the bid opening.

Clarke Electric, Inc.

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

Department of transportation continued.....

I hereby request permission of the State Highway Division to correct the patent error in our bid by adding in the quotations which were omitted.

Sincerely,

CLARKE ELECTRIC INC.

Charles Cathey

Charles Cathey
President

CC/nac

BID DATE & TIME _____

DATE _____

ALTERNATES _____

ADDENDUMS _____

ITEM	PAGES	MATERIAL	LABOR	FACTOR	FINAL LABOR
FIXTURES		7247.00			
FIXTURE QUOTES	1	833.32	40.2		
DEVICES(include sound/fire alarms, clocks, etc.)	2	1713.84	100.2		
DEVICE QUOTE	3	902.94	39.9		
PANELS	4	191.94	18.3		
PANEL QUOTE	5	2230.94	158.3		
SERVICE AND SUBFEEDS	6	1254.94	109.2		
CONNECTS	7	194.00	219		
SMALL CONDUIT & WIRE					
TRENCHING QUOTE		1200.00			
SOUND/INTERCOM QUOTE					
CLOCK QUOTE					
FIRE ALARM QUOTE					
Underground		300.00			
Pressure Grouting		200.00			
Loop Wiring - All Add Items			80		
SUB TOTALS		9954.52	504.9		

PERMIT 216.00

SUBSISTENCE OR TRAVEL (2 @ 75) 1391.50

LABOR 506.0 HRS. AT 30.00 /HR. 15180.00

BOND 599.96

TOTAL 30126.42 BID 29711.00

2 @ 112.25

2 @ 30.00

- Temporary Pedestal & Overhead Light 31HRX30.00 = 910

FIXTURES					
FIXTURE QUOTES	1	833.32	40.2		
DEVICES(include sound/fire alarms, clocks, etc.)	5	1712.84	100.2		
DEVICE QUOTE	3	902.74	39.9		
PANELS	4	196.94	18.3		
PANEL QUOTE	5	1770.94	158.3		
SERVICE AND SUBFEEDS	6	1705.85	109.3		
CONNECTS	7	195.00	219		
SMALL CONDUIT & WIRE					
TRENCHING QUOTE		6500.00			
SOUND/INTERCOM QUOTE					
CLOCK QUOTE					
FIRE ALARM QUOTE					
Sim. 14		700.00			
wire 2 M		360.00			
Conduit LF		200.00			
Loop Wiring Add time			80		
SUB TOTALS		29954.52	506.0		

PERMIT 160.00

SUBSISTENCE OR TRAVEL 1371.50

LABOR 506.0 HRS. AT 30.00 /HR. 15180.00

BOND 599.96

TOTAL 30125.42 BID 29771.00

2 5.0 11 = 2.25
48 at 2.25

11 980 8/

- Temporary Pedestrian & Traffic lights 31HRX30.00 = 910
- 179 sqf - Temp Signs 179X4.00 = 716
- Flagmen 40HRSX12.00 = 480
- Traffic Control $3 9874 00

(Quote emailed)

- Bend
- 5 Third st Nelson

3M Company — ~~1000~~ 1500' Rl.
- Steve Arend
- 206 - 244 - 7200

3 Detectors
~~2263.00~~ ~~[redacted]~~ 3 Conductor
~~[redacted]~~ — Without Cable Interface —
Wire - 360.00 for 1500 feet

~~#4253.00~~ } 3M Quote if they include interface. (Wire in this one)

Town

Quote Omitted

Automatic Signals

Opticon Interfaces Verified in

~~10,081.00~~ 8,940.

B(I) 1/1

6 Phase Controller
8 Vehicle Head
12" Red 8" yellow & 8" Green
6 elevator Aluminum mounts
2 M4 mounts
2 5" Back plates standard
6 5" " " elevator aluminum heads
2 Back plate 3 section signals
4/ framework 2 way 4 color tor
8 Ped head
10 Loop Amplifiers

No opticon phase Selector
" " Detector
" " units

Gill
503
636
3351

Form H506 Buff - Form G506 Green

	Initials	Date
Prepared By		
Approved By		

Bend Traffic Signal

		(1)	(2)	(3)	(4)	(5)	(6)
1	Pole - 1						
2							
3	Strain Pole		1	Quote		40 ea	40
4							
5	Pole Base	A	1	737.62	737.62 ✓	117	117
6							
7	35' Mast Arm		1	Quote	✓	2.0 ea	2.0
8	1" Threaded Nipple		1	41	41	1.50 ea	2
9	Traffic Signal Head		2	Quote	✓	2.50 ea	50
10	12" R 8" Y & G						
11	Pluming on Mast Arm						
12	Drill & Tap 1" Hole on Pole		1	2.50	2.50 ✓	.3	3
13	"A" Type Pedestal		1	Quote	✓	4.0	40
14	Drill & Tap 1/2" Hole for		2	2.50	5.00 ✓	.2	4
15	Pedestrian Signal Push Button		2	Quote	✓	.5	10
16							
17							
18	Terminal Cabinet		1	35.00	35.00 ✓	25	25
19	12 x 8 x 6" Deep						
20							
21	Hole Saw 2 1/2" Hole in Pole		1			.5	5
22	2 1/2" Coupl. Galv. Rigid		1	10.00	10.00 ✓	.8	8
23	Drill & Tap for 3/4" Bolt		1			.2	2
24							
25	20A Terminal Strips		12	.37	4.44 ✓	.1	1.2
26	50A " "		1	.44	.44 ✓	.1	.1
27	Terminal Strip End		1	.29	.29 ✓		
28							
29	2 1/2" Galv Nipple		1	2.01	2.24 ✓	.5	5
30	2 1/2" LB		2	1.01	2.02		
31	2 1/2" Insul Metal Bushing		1	3.60	3.66 ✓	6 ea	6
32							
33	Hole Saw 2" Hole in Mast		2			.3	6
34	Arm						
35	Weld 2" x 6" Long Nipple		2	10.50	21.00 ✓	.8	16
36	to Arm						
37							

1	Pole -1											
2												
3	Strain Pole			1	Quote				40 ea		40	
4												
5	Pole Base	A		1	73762		73762	✓	117		117	
6												
7	35' Mast Arm			1	Quote			✓	2.0 ea		2.0	
8	1" Close Nipple			1	41		41		1500		2	
9	Traffic Signal Head			2	Quote				2.50 ea		50	
10	12" R 8" Y 8" G											
11	Plumbers Dope											
12	Drill & Tap	1" Hole in Pole		1	250		250	✓	3			3
13	"A" Type Pedestal			1	Quote				40			40
14	Drill & Tap 1/2	Hole in Pole		2	250		500	✓	2			4
15	Pedestrian Signal			2	Quote				5			10
16	Push Button											
17												
18	Terminal Cabinet			1	3517		3500	✓	9.5			25
19	12 x 8 x 6" Deep											
20												
21	Hole Saw	2 1/2" Hole in Pole		1				✓	.5			5
22	2 1/2" Coupl. Cond to Pole			1	1000		1000	✓	.2			8
23	Drill & Tap for 3/4 Bolt			1					.2			2
24												
25	2 A Terminal Strips			12	57		684	✓	.1			1.2
26	5 0 A "	"	"	1	41		44	✓	.1			.1
27	Terminal Strip End			1	29		29	✓				
28												
29	2 1/2" Close	Nipple		1	201		201	✓	.5			5
30	2 1/2" "	"		2	101		102					
31	2 1/2 Insul.	Metal Bushing		1	360		356	✓	6.0 ea			6
32												
33	Hole Saw	2" Hole in Mast		2					.3			6
34	Arm											
35	Weld 2" x 6" Long	Nipple		2	1050		1100	✓	.8			16
36	to Arm											
37												
38	1 Gang Duplex	Bell		2	373		746	✓	.8			16
39	Box											
40	Drill & Tap	3/4" Hole in Pole		2					.3			6
41	3/4 Close	Nipple		2	22		44	✓	.1			2
42	3/4 Close	Nipple		2	40		80	✓	.2			4
43												40
							4533					

1	Pole 2, 4											
2												
3	Strain Pole			2			Quote			4.0		8.0
4	Base for P.M.	A		2		73762		147524	✓	11.7		23.4
5	35' Mast Arm			2		Quote				2.0		4.0
6	Drill & Tap	3/4" Hole		4		500		2000	✓	.3		1.2
7	Pedestrian Push Button			4		Quote				.5		2.0
8	1 gang Deep	Bell Box		4		373		1492	✓	.8		3.2
9	Traffic Signal Mast Arm			4		Quote				2.5		10.0
10	12" R, 8, G, 12"											
11	3/4 Shank	Nipple		4		22		88	✓	.1		.4
12	Traffic Signal Mast Arm			2		Quote				3.0		6.0
13	12" R, 12 Y	12 G										
14	Green-Left Arrow											
15												
16	Interior Work Light			2		Quote				1.8		3.6
17	Sign											
18												
19	1 Way Traffic Regulation			2		Quote				1.5		3.0
20	Detector											
21	Hole Saw	2" Hole		6		~~500~~		~~3000~~		.5		3.0
22	in Arm											
23	Hole Saw	1" Hole		2		~~500~~		~~1000~~		.4		.8
24	in Arm											
25	Weld 2" x 6"	Nipple to Pole		2		918		5688	✓	.6		3.6
26	Weld 1½"	Coupling to Pole		2		830		1660	✓	.4		.8
27	1½" RS	Nipple x 15"		2		249		596	✓	.7		1.4
28	Type 6 Ped.	Sign		2		Quote				4.0		8.0
29	Drill & Tap	½" Hole		4		---		1000	✓	.2		.8
30	Drill & Tap	1" Hole		2		---		500	✓	.2		.4
31	1" Shank	Nipple		2		41		72	✓	.4		.8
32												
33	Terminal Cabinet			2		3500		7000	✓	9.5		5.0
34	12"x8"x6"											
35	25A Terminal Lugs		60 Ea			57		2220	✓	.1		6.0
36	50A			2		41		88	✓	.1		.2
37	Terminal Lugs			4		29		116	✓			
38	Cut 2½" Hole in Pole			2						.5		1.0
39	2½" Nipple - Weld to Pole			2		1075		2150	✓	.8		1.6
40	2½ Close Nipple			2		224		448	✓	.6		1.2
41	2½ LB			4		101		404	✓			
42	2½ Steel Weld-o-let Bush			2		366		732	✓	.3		.6
43	Drill & Tap ¾ Hole			2		250		500	✓	.1		.2
								1142				1042

Prepared		
Approved By		

	(1)	(2)	(3)	(4)	(5)	(6)
1	Pole 3					
2						
3	Strain Pole	1	Quote		4.0	40
4	Pole Base A	1	73.76	73.76 ✓	11.7	11.7
5	30' Mast arm	1	Quote		2.0	2.0
6						
7	Traffic Signal Heads	2	Quote		2.5	5.0
8	12" R 8" Y 8" G					
9	Drill 2" Hole in Mast Arm	2			.5	1.0
10	Weld 2" x 3" Nipple	2	5.00	10.00 ✓	.8	1.6
11	Pedestrian Push Buttons	2	Quote		.5	1.0
12	1 Gang Deep Red Box	2	3.03	7.46 ✓	.8	1.6
13	Drill & Tap 3/4 Hole	2	.50	5.00 ✓	.1	.2
14	3/4 Dead Nipple	2	.22	.44 ✓		
15	Type C Pedestrian	1	Quote		4.0	4.0
16	Signal					
17	Drill & Tap 1/2" Hole	2	.50	5.00 ✓	.1	.2
18						
19	Terminal Cabinet	1	35.00	35.00 ✓	2.5	2.5
20	12 x 8 x 6"					
21	5A Terminal Str. Lugs	3	.37	1.11 ✓	.1	.3
22	50A " "	1	.49	.49 ✓	.1	.1
23	Terminal Lugs Pole	2	.29	.58 ✓		
24						
25	Drill 2 1/2 Hole in Pole	1	2.50	2.50 ✓	.5	.5
26	2 1/2 Coupl. - Weld to pole	1	8.50	8.50 ✓	.8	.8
27	2 1/2 Close Nipple	2	2.12	4.24 ✓	.4	.8
28	2 1/2 LN	2	1.01	2.02 ✓		
29	2 1/2 Dead W.H. Bushing	1	3.46	3.46 ✓	.2	.2
30	Drill - Tap 1/2" Hole	1	.10	.10 ✓	.1	.1
31	Lamps					
32	150 Watt Traffic Sig. Lamps	26	.93	24.18 ✓		
33	100 " "	2	.77	1.54 ✓		
34	69 " "	6	.64	10.24 ✓		
35	F-24 T12 CW	8	4.09	32.72 ✓		
36						
37						
38				902.74		39.9
39						
40						
41						

1	Controller										
2											
3	24" x 48" x 18"		1		QUOTE				.1		.1
4	Excavation								1.0		1.0
5	Save Ext. Excav 12'										
6	Jack Hammer		1 HR	1500		1500	/		1.0		1.0
7	Rental				QUOTE						
8	Dist Removal		1/3 yd						.1		.1
9											
10	Forms		1 set	25 00		25 00	/		2.0		2.0
11											
12	Concrete		1 yd	4090 yd		4090	/		.5		.5
13											
14	5/8 X 8' Cu Clad Gnd Rd		1	844		844	/		.8		.8
15											
16	#6 x 5/8 Grd (1) Power		1	117		117	/		.1		.1
17	Type P Conduits		1	QUOTE					2.5		2.5
18	Cabinet										
19											
20	Service										
21											
22	1" Weather head		1	275		275	/		50.00 C		5
23	1" RSC		25	7426		2107	/		7.02		20
24	100A Meter Base		1	1605		1605	/		2.50 C		28
25	W Cover										
26	Service Cabinet		1	4800		4800	/		2.75 C		27
27	With 1 - 40A 1P CB										
28	1" Nipple 6" Long		1	146		146	/		95.00 C		3
29	1" Sealing Washer (1)		2	49		98	/				
30	1" LB		2	11		22	/				
31	1" Insul Bush (End)		4	148		512	/		35 00 C		14
32											
33											
34	40A 1P CB		1	97		97	/		.5		.5
35											
36											
37											
38											
39											
						19624					143

Detector Loops

	Saw ¼" Slot for Loops		450'			17500	✓	150/hr		3.0
	3/8 Saw Cut Slot		1115'			15000	✓	100/hr		11.2
	#14 THWN STND Cu		1800'	3438	M	2188	✓	12.50/M		21.6
	2 COND #14 TWIST. SHLD Cu	Copper	2800'	2050	M	574 00	✓	10.00/M		28.0
	2" PVC		20'	6516	C	1303	✓	.40 ea		8
	2" RSC ELL		1	513		513	✓	6500 ea		7
	2" C		4'	17709	C		✓			1.0
	2" Insul Grd Bush		1	268		268	✓	60.00 C		6
	Epoxy		9.5 lb 9.0 lb 18	2260	Gal	15255	✓	.8/gal		54.1
	3/4 Galv Measured		520'	2340		12189	✓	20.00/M		10.4
Grade	Cable - Utility Grade			4000	FT	1100	✓			
Grade	5/16 Dia Tinned Copper		520'	510	C	2678	✓	10.00/M		5.3
	Fire Preempt Receptor Cable		550'	1		Quote		800/M		4.4
	5/8 X 12" Eyebolts Galv.		5	417		2085	✓	.5		2.5
	5/8 Nuts		10	19		190	✓			
	5/8 Washers		5	08		40	✓			
	3/4 Strand Vise		4	320		1280	✓	.7		2.8
	3/8 Strand Splice		4	320		1280	✓	.7		3.2
	Pole Typ Messenger Cable Support		4	227		908	✓	.8		3.2
	½ X 5" Eyebolts 3/4 Lag ½ X 5" Lag Bolts		2	800	C	16	✓			
			10	45		450	✓	.2		2.0
	Fire Preempt Detector		1	Quote				1.5		1.5
	8"X8"X½ Angle - 3½ long Galv.		1	500		500	✓	.8		.8
	3½" Hole - Drill & Tap		1					.2		.2
	3/4" Insulator		1	5	23	22		.4		.1
						2170.99				158.3

	Initials	Date
Prepared By		
Approved By		

		(1)	(2)	(3)		(4)		(5)	(6)
	Detector Loops / Fire Preemption								
1									
2	Saw 1/4" Slot for loops		450'	———		17500	✓	150/hr	3.0
3									
4									
5	3/8 Saw Cut Slot		1145'	———		13000	✓	100/hr	11.2
6									
7	#14 THWN		1800'	3438	M	6188	✓	12.00 M	21.6
8	STND Cu								
9									
10	2 COND #14 CU		2800'	2800	M	5740	✓	10.00 M	28.0
11	TWIST. SHIELDED PR								
12									
13	2" PVC		20'	6516	C	1303	✓	4.0 C	.8
14	2" RSC 90		1	513		513	✓	65.00 C	.7
15	2" C		4"	17709	C		✓		1.0
16	2" Insul Grnd Bush		1	268		268	✓	60.00 C	.6
17									
18	Epoxy		9.5+1	2260	Gal	15255	✓	.8/gal	54.1
19			15						
20	3/4 Galv Mesenger		530'	23140		12189	✓	20.00 M	10.4
21	Cable - Utility Grade			4000	FT	1100	✓		
22									
23	5/8 Dia Type		50'	510	C	2548	✓	10.00 M	5.3
24	Fire Preempt Det		550			Quote		800 M	4.4
25	Preempt Unit								
26									
27	5/8 X 12" Eye Bolts Galv.		5	417		2085	✓	.5	2.5
28									
29	5/8 Nuts		10	19		190	✓		
30	5/8 Washers		5	08		40	✓		
31									
32	3/8 Strand Vise		4	320		1280	✓	.7	2.8
33	3/8 Strand Splice		4	320		1280	✓	.7	3.2
34	Pole typ Messenger		4	227		908	✓	.8	3.2
35	Cable Supports								
36									
37	5/8 X 5'								
38	Eyebolts								
39	3/4 Galv		2	800	C	16	✓		
40	1/2 X 5' Lag Bolts		10	45		450	✓	.2	2.0
	Fire Preempt Detector		1	Quote				1.5	1.5

Form H506 Buff - Form G506 Green

	Initials	Date
Prepared By		
Approved By		

Bend T.S.

	(1)	(2)	(3)	(4)	(5)	(6)
Conduit & Wire						
1" RSC		120'	84126 C	101 11 ✓	4 0 C	48
2"		155'	17709 C	2744 9 ✓	6 0 C	93
3"		55'	35827 C	1770 2 ✓	10 0 C	55
1" RSC		10'	8476 C	842 ✓	6.00 C	6
2" "		10'	17709 C	1771 ✓	8.00 C	8
3" "		5'	35827 C	1791 ✓	13.00 C	7
1" RSC E/L		6	30470 C	1228 ✓	35.00 C	21
2" " "		6	54264 C	3016 ✓	65.00 C	19
3" " "		2	160901 C	3218 ✓	160.00 C	32
1" ERICKSONS		6	208	1243 ✓	35.0 C	21
2"		6	966	5746 ✓	75.0 C	45
3"		2	3074	6120 ✓	1200 C	24
Trenching 38"		325'	———		1.0	10
Deep-2 Backfill 26" with native upon last cut						
1 Box 18"x12"x6"		1	27400	2700 ✓	2.80	28
Cut Trow-Straw down Conduit						
Saw Cuts for Box		5'	———		.8	8
#8 TW Stranded Cu		210'	11756 M	2162 ✓	9.60 M	20
#12 TW Stranded Cu		830	44188 M	3725 ✓	5.60 M	46
#8 THWN " "		710	12838 M	8100 ✓	9.00 M	64
#14 " " "		9600'	21120 M	5300 ✓	4.80 M	46
Fire Penetration Additional		63		Quote	9.0 M	57

| | | |

	Initials	Date
Prepared By		
Approved By		

	(1)	(2)	(3)	(4)	(5)	(6)
Trench – Remove Existing Pull-Box	95'					
C.I. Corner Replace with new Curbing and sod Grass			Bid	—	-8	8
Sewer Pipe Ends		10'		—	1.0	10
Existing Signal Removal Signal Heads		4	—	—	-5	20
Mast Arms		4	—	—	1.0	40
Strain Poles		4	—	—	2.0	80
Dismantle Crane Rental on Trench ~~Pipe~~		7 HRS →		125.00	✓	
Pole Base Removal		4	—	—	4.0	160
Jack Hammer Rental		4 HRS	15.00/hr	60.00	✓	
Trench Cuts to Pull Box		Item	—	23.00	✓	

Tank -

Remove 75' Existing Pole

6 Install Replace with new Tubing and Arm

Bid — — — -8 8

Secondary Ends 10' — — — 1.0 10

Existing Signal Removal Signal Heads 4 — — — .5 2.0

Mast Arms 4 — — — 1.0 40

Strain Poles 4 — — — 2.0 80

Disconnect Crane Rental on Tank 8 HRS → 125.00

Pole Foundation Removal 4 — — — 4.0 160

Fork Hoist Rental 4 HRS 150/hr 600

Tank Bolts 1 time 22 22

to Pole Bolts

7 1400 315

	Initials	Date
Prepared By		
Approved By		

Bend
Traffic Signal

	(1)	(2)	(3)	(4)	(5)	(6)
1	Pull Box #1					
2						
3	~~Pull Box~~ 3' Pull Box			500 00		
4	Square No 1 42" Deep					
5						
6						
7	#7 U Bars 2' 2.5'	4				
8	#9 Dowells w/ 10" 8' 10"	4				
9	Hook 8' Long					
10	#4 Sq Hoops 2' Square	4	Measure	4500	5.0	5.0
11	#4 Sq Hoops 30" Square	4				
12						
13						
14	Expanding Grout	1/8 yd	→	6300		
15						
16	Remove Existing					
17	Concrete	2.2 yds	40 90	8998	.5 Yd	1.1
18						
19	Remove Base	2.2 yds			.1	.1
20	Set - Cut Asphalt					
21						
22	3/8 x 9' Galv FCL	1	1005	1075	.1	.2
23	in Slot					
24	3/8 x #5 Gal Clamps	1	127	127	.1	.1
25	#5 Bolt	4	155 mm	62	.5	.2
26						
27	Install Relocate					
28	Hole and Install	1 time			2.0	2.0
29	Anchor Bolts					
30						
31	Cut Asphalt	19'			1.0	1.0
32						
33	Remove - Asphalt					
34	Jack Hammer Pedal	1 HR	1500	1500	1.0	1.0
35						
36						
37				13762		
38						
39			2.54			11.7
40	4 holes)					

Pile Bent #1

~~Auger~~ 3' Diameter 1
Square Hole 42" Deep 500.00

#7 U Bars 25 @ 2' 25' 4
#9 Dowells w/ 10" Hook 8' Long 8' @ 10" 4
#4 Sq Hoops 2' Square 4
#4 Sq Hoops 30" Square 4

Clamp

Expanding Grout 1/8 yd → 6300 6.50 5.0 5.0

Concrete 2.2 yd 40.90 89.98 .5 hr 1.1
Remove Pave 2.2 yd — .1 .1
Set 2" Lift Asphalt

7/8" x 21' Grad Rod 1 10.75 10.75 .1 .2
in Pad
7/8" x #6 Grad Clamps 1 12.7 12.7 .1 .1
#6 Bars 24 1.55 m 62 .5 .2

Install Retaining Rails and Install Anchor Bolts 1 time — — 2.0 2.0

Cut Asphalt 191 — 1.0 1.0

Remove Asphalt
Jack Hammer Pedal 1 HR 1.00 1500 1.0 1.0

13762 11.7

2.54

This sheet entered 4 times. (Same price for all 4 poles)

1724

39,874.00
11

41,980
11,203
$53,183

lines
your
Honorable

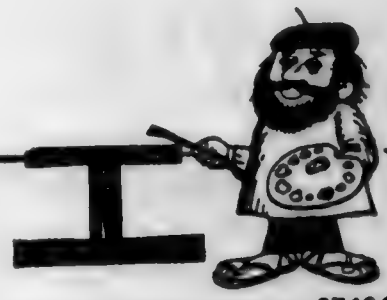
HAISLIP'S
advertising
Advertising, Printing
Photography

Bend.

4 pole

delivery 12-14 weeks after
order 30 day quote

$7,420.00



[503] 942-4235

P.O. Box 222 Cottage Grove, Oregon 97424

CED

Bole quote use & return

4 Poles Ponco 7,247.00 3/31/94

Ualmont

4 Poles 7,506.00 12-14 wks

Amerson

4 Poles 7,920.00 12-14 wks

Ebco

Ebco 7270.00 4 Poles

8110

480.00

Clarke

PRODUCTS

FOUCH ELECTRIC MANUFACTURING CO.

MANUFACTURERS OF *Electrical Equipment and Specialties*

2138 NORTH INTERSTATE AVENUE
224-5601 AREA 503

P. O. BOX 3109
PORTLAND, OREGON 97208

October 11, 1979

Eoff Electric Company
PO Box 366
Eugene, Oregon 97401

JOB: Deschutes County
South Third Street @ Wilson Ave
Bend, Oregon

Gentlemen:

We take pleasure in submitting the following quotation, subject to acceptance within -30- days. #5123-0

Quantity	Description of Material
1	Service Cabinet with 1 - 40 amp S.P. Circuit breaker
4	Terminal Cabinets with Mtg. Brackets only

Total Price for Above, FOB Our Plant- $483.00

EOFF ELECTRIC CO.
556 CHARNELTON
EUGENE, OREGON

not used

CLARKE ELECTRIC, INC.
RECEIVED
OCT 25 1978

This Company is an
Equal Opportunity Employer

We thank you for the oportunity of submitting this quotation, and trust we may have the pleasure of serving you further. We cannot assume responsibility for delays or non-delivery caused by strikes, accidents or other causes beyond our control. Fuses are not included in the above quotation.

TERMS NET

F.O.B. Our Plant.

EST DEL

Yours very truly,

FOUCH ELECTRIC MANUFACTURING CO

by Howard McIntwell

Concrete Coring, Co PTD 285-9201
DAVID

Sawcut loops & Runs

1670.00

Blow out & Seal Loops & runs
287.00

Input by other ITC by Flow

Start wet
Florida small
do via Hawaii.

Bond

Larry

Ditch	6500.00
Holes	2000.00
Service/K	200.00

Includes Mowing Debris

Love Trenching
Meadville, Pa.

Holland Signal Interlocks

Bond

Controller Cabinet
w Loop Amplifiers
opto con Phase Unit + Detectors
8 Heads ——— mounting
8 ped head / Hdw. Devices
8 Push button + Sign

15,900.00

Opticom wire

Inter

Ghtwd

Inter

DAVE Knapp 206-885 7993

Signals & Controls

BEND 13,372.00

Signal heads
Ped —
PB + Signs
ILL Signs
Controller & Detector

No 3M equipment Inter Face Co

Matured

Interface

Madison Wolfe 635-4351

Northwest Signal PTC?

Ben 1

8	1288 Signal	Back plate & Hanger
8	12" Ped Signal	w frames
8	PB a Sign	
1	6P Controller	Detector Amp & Time Clock
2	Int ILL Signs	
2	Mast Arm Assmbly	3 sec heads

12,468.00

Plus

17

Plat sent

Bruce Colver 206 775 1557

Safety Signal

BEND

10 ITEMS

6	Phase Controller in Cabinet	
8	Loop Amplifiers	
2	Loop –	w Time Delay feature
8	PED Pushbutton	w/signs
2	458 A Vehicle	Signals
2	423 A –	–
6	423 E –	–
8	Ped Signals	
4	P/C Mounting	framework
2	Interior ILC	Signs w mounting hrdwr

Lot 12,279.00 Interface circuitry

15.50 50 lbs 4000 lbs

18.90 50 lbs 4000 lbs

Not used.

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. H. Moehring, Manager ATTN: Gerald Wimer
Office of Project Management

DATE: October 27, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Review of Bid
Traffic Signal Project
S. Third Street at Wilson Avenue (Bend)
The Dalles-California Highway
Deschutes County

We have reviewed the data submitted by Clarke Electric to support their claim that the material costs for traffic signal equipment and fire pre-emption equipment were omitted from their bid proposal for this project.

The takeoff sheets and bid summary tabulations which Clarke Electric submitted agree with the bid price on their proposal and definitely did not include any signal or pre-emption equipment costs.

We concur with Clarke Electric's claim that their bid proposal for this project was in error.

L. E. George
Traffic Engineer Supervisor

JII:cs

.cc E J Hunter
Jack Dalla

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1978

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE	
DESCHUTES CO-STRIPING	CONT NO		FA PROJ NOS					
	009	8211	199	00			303.89	
			** JOB TOTALS **			**	303.89	**
BEND SE 3RD&WILSON(ALBERTSONS	CONT NO		FA PROJ NOS					
	009	8212	905	00	452.41		452.41	
	009	8212	911	00	96.48		1,687.50	
	009	8212	921	00	363.74		363.74	
			** JOB TOTALS **		912.63	**	2,503.65	**
DIST 10 HWY MAINT DESHRDYMIX	CONT NO		FA PROJ NOS					
	009	8214	199	00			40.77	
			** JOB TOTALS **			**	40.77	**
CE JOHN CO INC TRAF SIG US97	CONT NO		FA PROJ NOS					
	009	8216	199	00	476.60		476.60	
			** JOB TOTALS **		476.60	**	476.60	**
REVIEW APPRAISAL-S UMPQUA PLT	CONT NO	#	FA PROJ NOS					
	010	8201	199	00				
	010	8201	407	00				
	010	8201	594	00				
			** JOB TOTALS **			**		**
SPENCER & SON BURN PAVEMNT	CONT NO	#	FA PROJ NOS					
	010	8202	199	00				
	010	8202	594	00				
	010	8202	900	00				
			** JOB TOTALS **			**		**
CHANGE TO 20-8235	CONT NO	#	FA PROJ NOS					
	010	8203	414	00			315.36CR	
	010	8203	414	00 A	3.25		3.25	
			** JOB TOTALS **		3.25	**	312.11CR	**
N STEVENS @ GRDN VLLY BLVD	CONT NO	#	FA PROJ NOS					
	010	8204	144	00				
	010	8204	199	00				
	010	8204	287	00				
	010	8204	594	00				
	010	8204	900	00				

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
NO	FA PROJ NOS					STATE
009 8211	199	00		303.89	303.89	
	** JOB TOTALS **		**	303.89 **	303.89 **	
NO	FA PROJ NOS					STATE
009 8212	905	00	452.41	452.41	452.41	
009 8212	911	00	96.48	1,687.50	1,687.50	
009 8212	921	00	363.74	363.74	363.74	
	** JOB TOTALS **		912.63 **	2,503.65 **	2,503.66 **	
NO	FA PROJ NOS					STATE
009 8214	199	00		40.77	40.77	
	** JOB TOTALS **		**	40.77 **	40.77 **	
NO	FA PROJ NOS					STATE
009 8216	199	00	476.60	476.60	476.60	
	** JOB TOTALS **		476.60 **	476.60 **	476.60 **	
NO	% FA PROJ NOS				00	STATE
010 8201	199	00			102.35	
010 8201	407	00			56.64	
010 8201	594	00			157.99CR	
	** JOB TOTALS **		**	**	**	
NO	% FA PROJ NOS				00	STATE
010 8202	199	00			1,764.17	
010 8202	594	00			1,842.83CR	
010 8202	900	00			78.66	
	** JOB TOTALS **		**	**	**	
NO	% FA PROJ NOS				00	STATE
010 8203	414	00		315.36CR		
010 8203	414	00 A	3.25	3.25	3.25	
	** JOB TOTALS **		3.25 **	312.11CR**	3.25 **	
NO	% FA PROJ NOS				00	STATE
010 8204	144	00			1,056.08	
010 8204	199	00			1,622.15	
010 8204	287	00			1,356.19CR	
010 8204	594	00			1,356.18CR	
010 8204	900	00			34.14	

8851 C C 4

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/20/78
Donald L Ross

10-26-78 Bid Letting _____ All Clear Deadline

SECTION S. THIRD ST. @ WILSON AVE. (BEND)
Highway The Dalles-California
County Deschutes Region 4
Type of Work Signal Funds OTHERS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS					
Negative Declaration					
Project Assessment					
Write-off Letter					

N/A Other Funds

PERMITS:						
Division of State Lands						X
D.O.G.M.I.						X
Corps of Engineers						X
Coast Guard						X
Co. Conditional Use						X
NPS Air Pollution						X
NPS Water Pollution						X

CULTURAL:						
Cultural Survey						X
Cultural Salvage						X

NOISE:						
Noise Study						X

8951 C C 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

September 19, 1978

FILE: #4 9-07

FROM: JOhn E. Holcomb
Region Traffic Engineer

TO: Memo to the Files

SUBJECT: Third Street @ Wilson (Bend) Sec.
The Dalles-California Highway
Deschutes County

Monday, September 18, 1978, Region Engineer Dale Allen and I met with City of Bend Manager Art Johnson, Planner John Hossick, and Engineer Tom Gellner. This meeting was to discuss design problems with the proposed signal at the subject location.

It was concluded that we would request revision from the proposed five phase to a six phase. Wilson Avenue would then have two phases, one for each approach.

Dale Allen then contacted Don Trout to see if the project can be reinstated on the October Letting.

Bill Zirbes phoned on Tuesday, September 19, to confirm this.

It was decided to withhold approaching the Albertson's developers for additional funds until bids are received to see if they will actually exceed the $53,500 estimate.

JEH:mr

cc: J. H. Versteeg
L. E. George
Bob Lammert
City of Bend, ATT: Art Johnson

1 Versteeg
3 Chris...
Jacobs
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 20 1978
ENGINEERING SECTION

3 Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8851 C

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 19, 1978

FROM: Donald L. Trout
Office Engineer

SUBJECT: S. Third St. @ Wilson Ave.
(Bend)
The Dalles-California Highway
Deschutes County

TO: MEMO TO THE FILES

The last several days there have been proposed changes to this project including left turns on Wilson and a different signal system. These changes would have meant that the project could not have been made ready for the October 26, 1978, bid letting.

Mr. Dale Allen called Monday, September 18, 1978, to say they had met with the City and the City had rescinded their request for the left turns on Wilson. They did request, however, that the signal system be six-phase instead of five-phase which would require some minor change in the design. Traffic says these changes can be furnished to Specifications this week so the project can stay on the October 26, 1978, bid letting.

DLT:jh
cc: Dale Allen
L. E. George
Jack Sullivan

Versteeg 1
Christensen 2
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 19 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

9851 C C 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

September 15, 1978

FILE: #4 9-07

FROM: John E. Holcomb
Region Traffic Engineer

SUBJECT: S. Third Street @ Wilson Avenue (Bend)
The Dalles-California Highway
Deschutes County

TO: Memo to the File

Upon submission of these preliminary plans to the City of Bend, the City requested separate left-turn lanes on Wilson.

The plans were then returned to Salem. Upon consideration of the City's request, the signal design section stated that a full eight-phase installation will have to be made. The difference in cost between the previously proposed five-phase, and the subsequent eight-phase, is $6,000.

On Thursday, September 14, 1978, I phoned City Manager Art Johnson and explained this to him. Art stated that the City did not have the extra funds and expressed some doubt that the developers for the adjacent shopping center, who are paying 100 percent of the signal revision, would be willing to go this extra amount. Art was to get back to me with the City's decision on which way to go; (a) Stay with the initial proposal, (b) Go ahead with the eight-phase.

I also explained that I needed to know right away because this project is presently scheduled for bids in October. If we go with the eight-phase, considerable redesign will have to be done and we are hard-pressed to get that done in time for the November letting.

In the meantime, Don Trout phoned and said that the specifications are all ready for printing, and he must know which way we are going right away.

Don called again on Friday, September 14. I contacted the City, but all administrators are in a meeting and will not return until Monday.

I phoned Trout and advised him to pull the project. He said he would.

JEH:mr

cc: J. H. Versteeg
L. E. George
Bob Lammert
City of Bend, ATT: Art Johnson

1 Versteeg
2 Christensen Don
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 18 1978
ENGINEERING SECTION

4 Trout DT
Do Not File ☐
Return To
Bring Up / /
Action

dlp copy

Get word to Ben - Done 9-18-78 DLT

8851.

July 20, 1978

City of Bend
City Hall
Bend, OR 97701

Attention: James Karfoot
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4454

Gentlemen:

Attached for your records is a fully executed copy of an agreement for revision of existing traffic signals and channelization at the intersection of The Dalles-California Highway and Wilson Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

CITY of BEND

P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

April 26, 1978

Mr. John Holcomb
Regional Traffic Engineer
P. O. Box 1249
Bend, OR 97701

Dear John:

Enclosed is a check for $53,500 to cover the cost of design and construction of a traffic signal at 3rd and Wilson Avenue. This money comes from Albertson's (see their attached letter).

Would you see that this project moves ahead as soon as possible and keep us informed in its progress?

You'll note that Albertson's requires an accounting of expenses.

Regards,

Arthur R. Johnson
City Manager

ARJ:at

cc: Amy Richter
Albertson's, Inc.
Box 20
Boise, Idaho 83726

PLANNING DEPT.
APR 26 1978

Albertsons

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

April 24, 1978

John C. Hossick
Planning Director
City of Bend
P. O. Box 431
Bend, Oregon 97701

Re: Traffic Signal
#548 Bend
3rd & Wilson
Bend, Oregon

Dear Mr. Hossick:

Inasmuch as Albertson's has purchased the real property at the above location, and will begin development immediately, I would like to request that the City of Bend request that the State begin design of the traffic signal at the above intersection. It is Albertson's understanding that the City will contract with the appropriate Oregon state officials for the design and installation of the traffic signal. Since Albertson's anticipates that its supermarket will be open for business in mid-November, 1978, we would hope that the signal could be installed prior to that time to avoid any possible traffic congestion.

In connection with the above, enclosed is Albertson's check No. 9946 payable to the City of Bend in the amount of Fifty-three Thousand Five Hundred and no/100ths Dollars ($53,500.00) which sum represents the $50,000 for the design and installation of the signal, plus $3,500 for the Opticum Traffic Control System required by the Fire Department. Said sum is the maximum that the developers have agreed to pay as set forth in Site Plan No. S-16-78 and your letter of February 24, 1978, to Don Duncombe. The costs of the signal must be reasonable and Albertson's expects the City and the State to send to it a verified accounting or other satisfactory evidence of those costs. If the actual costs are less than said sum, Albertson's expects a refund of any excess amounts within fourteen days after the signal has been installed.

Albertsons

If you have any questions, please do not hesitate to contact me at 208/344-7441 (ext. 454).

Sincerely,

ALBERTSON'S, INC.

Amy R. Richter

Amy R. Richter
Assistant General Counsel

ARR:wlt
Enc.
cc: Don Duncombe
Jim Moore
Jim Wood
David Shields

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

March 30, 1978

FILE: #4 9-07

FROM: John E. Holcomb
Regional Traffic Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Proposed Traffic Signal Revision
S. Third St. @ Wilson Avenue
(Bend) Section
The Dalles-California Highway

The City of Bend wishes to revise the existing two-phase signal to a multi-phase signal to accommodate increased turning movements generated by a proposed Albertsons-Long Drug Company shopping complex in the southeast quadrant.

The said complex will occupy a two-block area between Third and Fourth, Wilson and Roosevelt.

The existing signal is under City jurisdiction. It is proposed that the revised signal retain the existing agreement, that all costs for the signal be borne by others than the State, and that the revised signal include a minimum of five phases. These phases are to include separate left-turn phases on Third, north to east and south to west.

As part of the proposed project, the City agrees to remove curb side parking for a minimum of 600 feet north and south of Wilson on Third to permit the installation of left-turn refuges.

Please draft an agreement between the City and State.

John Erwin estimates the cost of the signal and left-turn lanes to be $50,000. The City will, in turn, get the advanced deposit from Albertsons.

In the interest of expediency, we propose to make the installation with State forces rather than go the contract method.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 6 1978

JEH:mr

copy to: Wimer

RECEIVED
APR 5 1978
TRAFFIC ENGINEERING

NOTED
LE GEORGE

RECEIVED
APR 3 1978
DIST. ENGR. BEND

File: PM FA
LG OP

NOTED
[illegible] HOFSTETTER

8851

4

Salem, Oregon
January 27, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

Carl Williams
Region 4 Engineer

Four Laning at Third St. Underpass
The Dalles-California Highway
City of Bend

I have asked Frank Terpin and Bud George to review your proposal to four lane at the Third Street Underpass on The Dalles-California Highway in the City of Bend. It is the consensus that from a traffic operations and safety standpoint this proposal would create serious operational problems.

Attached are copies of their responses to the four laning proposal.

JHV:jh
Attachment

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Head of Engineering

DATE: December 16, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Four Laning at Third Street Underpass
The Dalles-California Highway
City of Bend

We have reviewed Carl Williams suggestions for the above project.

From a traffic operations and safety standpoint, his suggestion is not acceptable. The highway is used by many tourists and this proposal would create an unexpected driving situation for them. Any unexpected roadway condition causes driver confusion which reduces the capacity of the highway and increases the accident potential.

The addition of at-grade railroad crossings as suggested also creates locations for possible train conflicts with vehicles on the highway. This does not appear to be an acceptable alternative to four laning the undercrossing thereby eliminating the possibility of conflicts with trains for all vehicles on the highway.

L. E. George
Traffic Engineer Supervisor

SRW:DKH:rah

Versteeg ✓	RECEIVED	Trout
Christensen		
George		
Olson	DEC 20 1977	Do Not File ☐
Terpin		Return To
Sullivan		Bring Up ___/___/___
Scott	ENGINEERING SECTION	Action
Savage		

81-125.1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

December 12, 1977

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: 3rd Street Underpass Section
The Dalles-California Highway
Deschutes County

TO: J. H. Versteeg
Head of Engineering

I think that while Carl's letter of November 29 suggesting construction of two at-grade crossings, one on each side of the existing underpass to provide for four-lane capacity, which some locals consider essential, in attempting to provide a solution to the problem has merit, I also believe that it may not be satisfactory from an operational standpoint.

Closure of the two grade crossings during peak traffic hours may cause backup in those outside lanes which might actually decrease capacity and cause an increase in accidents involving lane changes.

I am not at all certain of the number and kinds of train movements that occur at the location. There may be only six through trains a day as Carl states and it may be possible to realign the switch yards to eliminate trains blocking the proposed crossings during switching operations, but there may be numerous local trips that would cause closing the proposed lanes. Also, I don't think the railroad company would be very eager to add two more signals and drop arms to maintain.

Some of the same operational problems would occur when using the grade crossings in lieu of the underpass when it becomes flooded, blockage of a lane, backed up traffic and lane change conflicts. However, it does provide an alternate route for that occurrence where none now exists.

FET:mc

Reveal with plan as alternate
1-S-117 Within files

1 Versteeg
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 13 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

November 29, 1977

FILE: #4 9-07

FROM: Carl M. Williams
Regional Engineer

TO: H. Versteeg
Road Design Engineer

SUBJECT: Four Laning at Third Street Underpass
The Dalles-California Highway
Bend

For years, this has been a subject near and dear to the hearts of many. I classify it as a minor inconvenience. The accident rate is nominal and traffic flow is O. K.

The estimate placed on four laning this undercrossing runs from 4-6 million dollars. I find this a little ridiculous. In the event we will eventually be forced into doing something at this location, I would like to have an Authority to survey one possibility only.

(1) Realign the Burlington Northern Switchyards to clear parking of trains at this location.

(2) Since there are only six through trains a day plus some local engines at this location, leave the existing underpass and build one lane southbound and one lane northbound at grade.

(3) Place the usual droparms and signalling devices.

This solution does the following:

(a) Meets the four-lane standards some locals demand.

(b) Allows continuous operation of at least two lanes even when grade crossing is occupied by railroad traffic.

(c) Allows two lanes of traffic even when the underpass is flooded once or twice a year.

CMW:mr

RECEIVED
DEC 5 1977
LOCATION
SECTION

1 Versteeg
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 30 1977
ENGINEERING
SECTION

Trout

Do Not File
Return To
Bring Up ___/___/___
Action

(MATCH TO SHEET 5)
21,000 ADT
Log Flume
Central
Oregon
RAILWAY
HUNNELL
BROSTERHOUSE RD.
THE DALLES
CALIFORNIA
97
N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH — City Hall
CT — Court House
A — Armory
L — Library
Street open for travel.
Street dedicated but not open
City Limits.
BEND
DESCHUTES COUNTY OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 13,300
Scale in Feet
Revised March 1957
SHEET ARRANGEMENT
SHEET 4 OF 4 SHEETS

.1978 Clackamas Hwy. ● SE Eve- 8852
.lyn St. & Boring Hwy. Sec.
.(Grading, paving & signals)

CHA 6732 10-27-78

STATE COPY

☆ GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6-25-80	W. N. Bryant, Area Engineer		TQF-74(1) TQF-74(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9-6-79	11-19-79	112 %	220 C.D.
APPROVED EXTENSIONS	**LOCATION**		
* 22 C.D.	TQF-74(1)-SR 224, 1.14 mi. NW. of Carver, Oregon TQF-74(4)-SR 224, 0.6 mi. E. of Jct. with I-205		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. EVELYN ST. & BORING RD. INTERSECTIONS
CLACKAMAS HIGHWAY
Grading, Paving, & Signals

*22 calendar day extension of contract time approved by State on October 2, 1979 because of the State's slow handling of shop drawings. Since the delay was occasioned by the State, the extension is non-participating.

RECEIVED
STATE HWY ENGR
JUN 27 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6-27-80 ej

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6/26/80	TITLE Field Operations Engineer	DATE 6/26/80

FORM FHWA-1445 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

CON 5
#8852

November 21, 1979

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

Contract No. 8852 awarded to Tice Electric Co., for work on the Clackamas Hwy. at S.E. Evelyn Street and Clackamas-Boring Highway in Clackamas County was completed on September 6, 1979, and accepted by the State Highway Engineer on November 19, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 27, 1979.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments (DEPT.) 378-6594 (TELEPHONE) FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: November 16, 1979

FROM: R. D. Church for
C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8852, Work Completed September 6, 1979

Project Clackamas Hwy. @ Evelyn St. and Clackamas/Boring Hwy.

Highway Clackamas

County Clackamas

Type of Work Grading, Paving and Signals

Contractor Tice Electric Co.

Recommended Acceptance Date November 19, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

11-21-79 Surety notified final to be paid after 11-27-79.

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 11/20/79

#8952

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

11-8-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
TQF-74(1) & TQF-74(4)

STATE PROJECT NO.
See below

COUNTY NAME
Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70111 & 90029

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-21-78	10-10-79	Primary 74	Secondary 171

GENERAL LOCATION:
Clackamas Hwy at SE Evelyn St. & Clackamas/Boring Hwy.

GENERAL DESCRIPTION OF WORK:
Furnish and place approximately 200 tons of asphaltic concrete pavement at Clackamas/Boring Hwy intersection.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-10-79, as requested in Mr. Keasey's letter of 10-29-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $5,000 Federal Funds $4,290.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-79		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

492

61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clackamas Hwy at Evelyn St. and Clack/Boring Highway.		WEEK ENDING: Oct. 26, 1979
		SECTION PREFIX: 103-1007
HIGHWAY: Clackamas		COUNTY: Clackamas
NAME OF JOB: Clackamas Hwy. at Evelyn St and Clackamas/Boring Hwy.	KIND OF WORK: Grading, Paving and Signals	
CONTRACTOR: Tice Electric Co.	CONTRACT NUMBER: 8852	FEDERAL AID PROJECT NUMBER: [illegible]
DATE OF CONTRACT: Dec. 19, 1978	DATE WORK STARTED: June 22, 1979	ESTIMATED COMPLETION DATE: Sept. 5, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 220	CALENDAR DAYS USED: 247
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 112
PROJECT AUTHORIZATION: $184,743.95		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $170,094.65	ENGINEERING AUTHORIZATION: $14,649.30	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $163,722.77	ENGINEERING COST TO DATE: $12,200	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.7 %	PERCENT OF AUTHORIZATION: 83 %	DATE PROJECT WAS COMPLETED: Sept. 5, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAV.N.
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	515 CY	650 Ton			[illegible]
TOTAL QUANTITIES CORRECTED TO DATE	205	312			91
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	205	312			91
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Rain	0		
TUESDAY	Showers	0		
WEDNESDAY	Rain	0		
THURSDAY	Showers	0		
FRIDAY	Rain	0		
SATURDAY		0		

RECEIVED
OCT 29 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
10/21 SUNDAY	No activity.
10/22 MONDAY	No activity.
10/23 TUESDAY	No activity.
10/24 WEDNESDAY	Installed delineators at Boring junction.
10/25 THURSDAY	No activity.
10/26 FRIDAY	No activity.
10/27 SATURDAY	No activity.

REMARKS

SUMMARY: Installed deineatore at Boring junction.

ANTICIPATED
NEXT WEEK : Continue office work on Semi-Final.

SIGNED W. E. Hoffman LOCATION [illegible]

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction — DEPT.

378-6318 — TELEPHONE

TO: Memo to File

DATE: October 2, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Clackamas Hwy. @ S.E. Evelyn St. &
Clackamas/Boring Hwy.
FAP No. TQF-74(4) & TQF-74(1)
Contract No. 8852

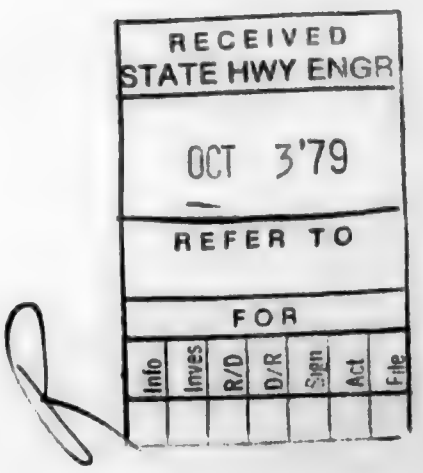
Tice Electric Company has requested a 21 calendar day time extension due to the State's slow handling of required shop drawings.

The contractor is correct in his claim. The shop drawings were submitted to the Resident Engineer on February 21, 1979. Two of the three drawings were processed and returned to the contractor on March 5. The remaining drawing was not returned to the contractor until March 29, or 36 calendar days after submission by the contractor. The normal time required to process shop drawings is two weeks. A time extension of 22 calendar days should therefore be granted.

This delay was occasioned by the State and is FHWA nonparticipating.

OBJ:fr

cc: H. S. Coulter
Ed Hardt
W. E. Hoffman
FHWA
Bob Church



VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 2, 1979

Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

Re: Time Extension Request
Clackamas Hwy. @ S.E. Evelyn St. &
Clackamas/Boring Hwy.
Contract No. 8852

Your request for additional time on the above project is granted. Contract time on this project is extended by 22 calendar days. There remains five (5) days of liquidated damages on this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
W. E. Hoffman
Bob Church

8852

Department of Transportation

STATE HIGHWAY DIVISION

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
OCT 3'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: September 21, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-74(4) & TQF-74(1)

Contract 8852, Work Completed September 6, 1979

Project Clackamas Hwy. @ SE Evelyn St. and Clackamas/Boring Hwy.

Highway Clackamas

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-17-79
313

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

Keasey | Jackmond | Hopkins | Williams | Johnson | Glenn
RECEIVED
OCT 2 1979
CONSTRUCTION BRANCH
Richards | Berg | Inlow | Widmer | Gebauer | Church

U. S. GOVERNMENT PRINTING OFFICE: 1976—625-985

STATE COPY

cc: State (H. S. Coulter) 9-17-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Clackamas	Oregon

IN COMPANY WITH
M. Craft, W. E. Hoffman, W. Schulte, OSHD; V. Tabor, FHWA

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-17-79	W. N. Bryant, Area Engineer	TQF-74(1) & TQF-74(4)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	See below	112 %	99 %

S.E. EVELYN ST. & BORING RD. INTERSECTIONS
CLACKAMAS HIGHWAY
Grading, Paving & Signals

Work completed under this project consisted of the installation of traffic signals at two intersections, construction of concrete curbs and islands, and minor roadbed widening.

A contract in the amount of $154,560 was awarded Tice Electric Co., Portland, Oregon, on December 19, 1978. Work began on June 22, 1979 and was completed in reasonably close conformance with the approved plans and specifications including approved changes on September 5, 1979 at a final estimated cost of $163,722.77 which includes work completed under approved Price Agreements and State Force Orders.

A total of 247 C.D. were used in completing the work as compared to the 220 C.D. specified. Liquidated damages are being assessed for the 27 C.D. overrun in contract time. A request for a time extension is expected.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the approved specifications.

A State Force Order will be prepared to correct an unforeseen drainage problem at the Clackamas/Boring Hwy. intersection.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR.
SEP 27 '79
REFER TO
FOR
Info | Lines | R/D | D/R | Sign | Act | File

9-27
C.K.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Clackamas Hwy. @ S.E. Evelyn St. & Clackamas/Boring Hwy.	WEEK ENDING: Sept. 15, 1979
		SECTION PREFIX: 103-1007
	HIGHWAY: Clackamas	COUNTY: Clackamas
NAME OF JOB: ~~Clackamas Hwy. @ S.E. Evelyn St. & Clackamas/Boring Hwy.~~	KIND OF WORK: Grading, Paving and Signals	
CONTRACTOR: Tice Electric Co.	CONTRACT NUMBER: 8852	FEDERAL AID PROJECT NUMBER: TQF-74(4) & TQF-74(1)
DATE OF CONTRACT: December 19, 1978	DATE WORK STARTED: June 22, 1979	ESTIMATED COMPLETION DATE: Sept. 5, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 247
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 112
PROJECT AUTHORIZATION: $184,743.95		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $170,094.65	ENGINEERING AUTHORIZATION $14,649.30	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $163,722.77	ENGINEERING COST TO DATE $9,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 3.7%	PERCENT OF AUTHORIZATION: 65 %	DATE PROJECT WAS COMPLETED: Sept. 5, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			515 CY	650 TON			210 TON
TOTAL QUANTITIES CORRECTED TO DATE			205 CY	312 Ton			91 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			205	312			91
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

Keasey — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

RECEIVED
SEP 17 1979
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
9/9 SUNDAY	No activity.
9/10	No activity.
9/11 TUESDAY	No activity.
9/12 WEDNESDAY	No activity.
9/13 THURSDAY	No activity.
9/14 FRIDAY	No activity.
9/15 SATURDAY	No activity.

REMARKS

SUMMARY: No activity.

ANTICIPATED NEXT WEEK: Office work on Semi-Final.

SIGNED W.E. Hoffman, Res. Eng. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: T[illegible]-74(1) & TQF-74(4)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70111 & 90029

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

8-16 ORIG (

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO:
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-21-78	8-1-79	Primary 74	Secondary 171

GENERAL LOCATION:
Clackamas Hwy. at S.E. Evelyn St. and Clackamas/Boring Hwy.

GENERAL DESCRIPTION OF WORK:
Remove existing luminaire pole. Pour new pole base and reinstall pole. Remove and reinstall electrical service.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of August 1, 1979 as requested in Mr. Keasey's letter of August 7, 1979 as being in the public interest for the use of State Foreces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $2,000 - Federal Funds $1,762.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-14-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-[illegible]

8852

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Victor Atiyeh

January 29, 1979

Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

Re: Clackamas Hwy. @ S.E. Evelyn &
Clackamas/Boring Hwy.
FAP Nos. TQF-74(4); TQF-74(1)
Contract No. 8852
Revision of Subsection 403.34
of the Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibiting the use of petroleum distillates was deleted by letter dated January 12, 1979.

The following revision is to be added to replace this deletion:

"403.34 Hauling Equipment - After each application of an approved coating material and prior to loading, the vehicle bed shall be drained of all excess coating material."

This change to the specifications will require a no-cost price agreement to document your agreement to the deletion and subsequent revision. The resident engineer for this project will prepare the price agreement for your signature.

Very truly yours,

C. T. Keasey
Asst. State Highway Engineer

CTK:fr

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
Willard Hoffman
John Jenkins
FHWA

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR

Form 81-734-3122 (Rev. 7-77)

8852

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

Re: Clackamas Hwy. @ S.E. Evelyn &
Clackamas/Boring Hwy.
FAP Nos. TQF-74(4); TQF-74(1)
Contract No. 8852
Delete Subsection 403.34 of the
Special Provisions

Gentlemen:

Subsection 403.34 of the Special Provisions prohibits the use of petroleum distillates for coating the beds of vehicles hauling bituminous materials. The availability of suitable alternate materials for this purpose is very limited.

This specification is hereby deleted and Section 403.34 of the Standard Specifications will apply.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
Willard Hoffman
John Jenkins
FHWA

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

Form 81-734-3122 (Rev. 7-77)

8852.

1-11-79

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-95		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 1		Project Number TQF-74(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,900	$ 105,039
Federal funds	$ 16,200	$ 90,091
Other revisions		

This modification is made for the following reasons: Addition of construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of January , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By H S Coulter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Greek

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, January 4, 1979

Federal Aid Project
No. TQF-74(1)

Clackamas Hwy. at Clackamas/Boring Hwy.
Clackamas Highway in Clackamas County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering		All Required		$ 22,800.00

Type Code Y008
Channelization (Sta. 428+00 to Sta. 434+00)

Mobilization	45%	All Required		4,103.55
Temporary Protection and Direction of Traffic	41%	All Required		1,476.00
Temporary Signs		139 Sq.Ft.	$ 8.50	1,181.50
Temporary Barricades		2 Each	100.00	200.00
Temporary Delineators		5 Each	82.00	410.00
Flagmen		100 Hour	20.00	2,000.00
General Excavation		35 Cu.Yd.	5.00	175.00
Aggregate Shoulders		50 Cu.Yd.	21.00	1,050.00
Cement Treated Base Mixture		100 Ton	15.00	1,500.00
Portland Cement in CTB Mixture		6 Ton	78.00	468.00
Class B Asphalt Concrete		40 Ton	26.00	1,040.00
18-inch Culvert Pipe		32 Lin.Ft.	36.00	1,152.00
Concrete Inlets, Type D		1 Each	495.00	495.00
Concrete Curbs		150 Lin.Ft.	2.30	345.00
Paved Culvert End Slopes		31 Sq.Ft.	23.00	713.00
Delineators		5 Each	83.00	415.00
Mono-Directional Crystal Type I Markers		5 Each	3.25	16.25
Bi-Direction Crystal Type I Markers		80 Each	3.40	272.00
				$ 17,012.30

Anticipated Items

Permanent Pavement Striping	50%	All Required		$ 2,000.00
Temporary Pavement Striping	50%	All Required		250.00
				$ 2,250.00

Subtotal	$ 19,262.30
Engineering	2,599.70
Total	$ 21,862.00

Oregon State Highway Division
Salem, Oregon, January 4, 1979

Federal Aid Project
No. TQF-74(1)

Type Code Y031
Traffic Signal

Traffic Signal Installation, Complete	(52%)	All Required	$ 53,196.00
		Subtotal	$ 53,196.00
		Engineering	6,291.00
		Engineering (52%) (Controller Testing)	890.00
		Total	$ 60,377.00

Length of Project 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	(50%)	All Required	$ 1,000.00

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,800.00	$ 19,555.00	$ 3,245.00
Channelization	21,862.00	18,751.00	3,111.00
Traffic Signal	60,377.00	51,785.00	8,592.00
Total	$105,039.00	$ 90,091.00	$ 14,948.00

Group 1 49%

Contract No. 8852

Prefix No. 103-1957

Prefix No. 103-1007

8852 1-11-79 [redacted] State OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 1-96	FEDERAL-AID PROJECT AGREEMENT	Oregon
		County: Clackamas
		Project No.: TQF-74(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 224, 0.6 mi. E. of Jct. with I-205

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-21-78	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 98,293.00	$ 84,305.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. S. Coulter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JAN 11 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, January 4, 1979

Federal Aid Project
No. TQF-74(4)

Clackamas Hwy. at S.E. Evelyn St.
Clackamas Highway in Clackamas County

Project Agreement Estimate

Type Code Y008
Channelization (Sta. 284+78.58 to Sta. 293+15)

Mobilization	All Required (55%)			$ 5,015.45
Temporary Protection and Direction of Traffic	All Required (59%)			2,124.00
Temporary Signs	247	Sq.Ft.	$ 8.50	2,099.50
Temporary Barricades	14	Each	100.00	1,400.00
Flagmen	150	Hour	20.00	3,000.00
General Excavation	480	Cu.Yd.	5.00	2,400.00
Aggregate Shoulders	80	Cu.Yd.	21.00	1,680.00
Cement Treated Base Mixture	550	Ton	15.00	8,250.00
Porland Cement in CTB Mixture	30	Ton	78.00	2,340.00
Class B Asphalt Concrete	170	Ton	26.00	4,420.00
Concrete Islands	11	Cu.Yd.	180.00	1,980.00
Mono-Directional Crystal Type I Markers	35	Each	3.25	113.75
Bi-Direction Crystal Type I Markers	125	Each	3.40	425.00
				$ 35,247.70

Anticipated Items

Permanent Pavement Striping	All Required (50%)	$ 2,000.00
Temporary Pavement Striping	All Required (50%)	250.00
		$ 2,250.00
Subtotal		$ 37,497.70
Engineering		5,062.30
Total		$ 42,560.00

Type Code Y031
Traffic Signal

Traffic Signal Installation, Complete	All Required (48%)	$ 49,104.00
Subtotal		$ 49,104.00
Engineering		5,809.00
Engineering (48%) Controller Testing		820.00
Total		$ 55,733.00

Length of Project 0.00 Mile

Oregon State Highway Division
Salem, Oregon, January 4, 1979

Federal Aid Project
No. TQF-74(4)

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required (50%)	$ 1,000.00

SUMMARY OF FUNDS 85.77%

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 42,560.00	$ 36,503.00	$ 6,057.00
Traffic Signal	55,733.00	47,802.00	7,931.00
Total	$ 98,293.00	$ 84,305.00	$ 13,988.00

Group 2 51%
Contract No. 8852
Prefix No. 103-1970
Prefix No. 103-1007

8852

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1979

Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8852 for work on the Clackamas Highway at S.E. Evelyn Street and Clackamas-Boring Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddn
Enclosure

cc Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Fred S. James & Co.
1 S.W. Columbia
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Willard Hoffman
L. E. George

TRIC ELECTRICAL CONTRACTORS

elmont Street
Oregon 97214

Transmittal Memorandum

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Date January 2, 1979

Job Clackamas Highway Signals

OSHD Contract no. 8852

orwarding the following:

ched ☐ Under Separate Cover

ving No.	No. of Copies	Title or Description	Date
	2	signed contracts	

ks:

RECEIVED
JAN 3 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

o:

nsmit to approving authority.

eck for approval.

turn _____ copies to this office.

c: 1731 Contract file

TICE ELECTRIC COMPANY

By G. S. Gregersen

Gordon S. Gregersen
Project Manager

8852

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Willard Hoffman
L. E. George
SAIF
Fran

December 20, 1978

Tice Electric Co.
2139 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

The Oregon Transportation Commission on December 19 accepted your proposal for work on the Clackamas Highway at S.E. Evelyn Street and Clackamas-Boring Highway in Clackamas County for the sum of $154,560 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8852.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 3, 1979.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8852 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 11-21-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF-74(1) & TQF-74(4)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70111 & 90029

TO:

Mr. F. B. Klaboe
Asst. Director of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-21-78	11-21-78	Primary 74	Secondary 171

GENERAL LOCATION:
Clackamas Hwy. at S.E. Evelyn St. & Clackamas/Boring Hwy.

GENERAL DESCRIPTION OF WORK:
Grade, pave and signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $4,000

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's November 20, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $193,196 - Federal Funds $165,701.

A signed copy of the Title Sheet is returned herewith.

11-22 Wilhelm 12-19

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-21-78	G. K. Hoerner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

Robert A Burco DIRECTOR OF TRANSPORTATION
Fred B Klaboe ASSISTANT DIRECTOR FOR OPERATIONS

G. K. Hoerner 11/21/78
DISTRICT ENGINEER

8852

171

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR // 115178

Donald L. Rout

All Clear Deadline 12-14-78 Bid Letting _____

SECTION Clackamas Hwy @ Clack/Boring Rd.
Highway Clackamas
County Clackamas Region 1
Type of Work G-P-2PH act signal Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Boring Rd. Intersection
Write-off Letter	X					Evelyn St - FHPM 7-7-2 para 10e
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

October 27, 1978

Clackamas County Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and AGREEMENTS No. 7372

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on the Clackamas Highway at Evelyn Street in the Clackamas Industrial Area.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8812

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring, Manager
Office of Project Management

DATE: October 16, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Clackamas Highway at S.E. Evelyn Street
Highway No. 1717
M.P. 5.55

NOTED
E. S. HUNTER

The subject project has recently required several additional work items for proper installation of the signal for efficient operation after the signal is installed. These work items include curbing for the proposed signal poles, widening on the Evelyn Street approach, widening on the northside of the Clackamas Highway to provide for trucks making left turns onto the highway and moving several existing luminaires.

This project is currently scheduled for the December bid letting and is listed on the Six-Year Program as part of Region 1 Non-Interstate Program at the estimated cost of $50,000. This project has federal-aid funding and the Region has requested that the extra work requested be included with the traffic signal contract. The striping removal and pavement striping will be done by State Forces. With the previously mentioned additional work requested, it is estimated that the total project cost will be $100,000.

Since the cost has increased considerably on this project, we are hereby asking your approval to proceed with this project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

DKH:cs
cc: E. S. Hunter
J. H. Versteeg
E. L. Hardt
M. J. Klotz
R. W. Failmezger

RECEIVED
TECHNICAL SERVICES
OCT 17'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1307

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 74(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80358

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-11-78	Primary 74	Secondary 171

GENERAL LOCATION:

Clackamas Hwy. at S.E. Evelyn St. Section

GENERAL DESCRIPTION OF WORK:

Preliminary enginering. Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION TEC NTE $10,500 F.F. $9,000
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The subject project is within the limits of another project presently under study for four lanes. Therefore, the signal installation should be designed so it can be incorporated in the proposed four lane project.

As requested in Mr. Swan's July 31, 1978, letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

Swan 8-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-11-78	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 1

P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

July 21, 1978

M. L. Bullock
Route 1, Box 42B
Eagle Creek, OR 97022

Re: Traffic Signal Request
Clackamas Hwy., ORE 224, @
Clackamas Boring Rd., ORE 212

Dear Mr. Bullock:

There has been a study of traffic conditions at the subject intersection to determine the need for traffic signals. The study showed that there is a need for traffic signal control.

There is a project to provide a traffic signal and some improvements in the intersection design tentatively scheduled for November 1978, contract letting. If this project stays on schedule, it will still be probably a year and a half before a project is completed.

It is hoped that this answers your concerns about traffic handling at this intersection.

Very truly yours,

ORIGINAL SIGNED BY
R. W. FAILMEZGER
Ronald W. Failmezger
Region Traffic Engineer

RWF/gw

bc: H. S. Coulter
L. E. George
R. N. Bothman
E. L. Hardt
M. D. Payne

RECEIVED
STATE HWY ENGR
JUL 24 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Form 81-734-3122

June 16, 1978

Gentlemen -

It is my opinion that there is a real traffic hazard at the Y intersection of hwy 212 + 224 near Rock Creek bridge. I wonder if there has ever been a study made to determine if there is a need for a traffic light change.
the hwy 212+224 traffic from Clackamas does not have to stop.
the hwy 212 traffic from Damascus has a flashing red light, but does not cross the non-stop traffic unless they wish to turn left.
the hwy 224 traffic from Carver has the great disadvantage. they have a flashing red light. they also have the non-stop traffic from the left to contend with.
i have seen traffic on that road backed up nearly to Carver, which is approximately 1 mile.
i don't know if there have been any accidents there, but if not, it is only a miracle.
i, personally believe that traffic from any one direction should never be at such a disadvantage. and i avoid such situations as much as possible in this case, at certain hours and on weekends, I drive around the other way and come in on hwy

212 from Damascus. this causes me to drive farther and use more gas to go to work.
the change in traffic flow on hwy 212 leads me to believe that others might be doing the same thing. the situation isn't too much better sometimes at 232nd and Hwy 212 at which there is another great disadvantage.
Both of these highways (212 + 224) are very busy, especially in the summer, on weekends, probably because they lead to recreational areas.

I probably should be thankful for the situation and hope it will discourage people from moving out to the Clackamas Valley area since it is getting so crowded, but the fact is that I would hate to see some innocent person or persons killed or injured because some impatient driver gets tired of waiting so long and makes an unwise decision to take a chance.

Thank you for your consideration of the matter.

RECEIVED
STATE HWY ENGR
JUL 17 '78
REFER TO
Bissett
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Sincerely,
M. L. Bullock
Rte 1 Box 425
Eagle Creek,
97022

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER Attention Mainor Holmes
Local Government Programs Engineer

DATE: April 18, 1978

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Proposed Agreement
Traffic Signal Installation
Highway 212 @ Evelyn Street
Clackamas County

Safeway Stores, Inc. feels there is a need for a traffic signal and intersection improvement on Highway 212 at Evelyn Street and is willing to contribute up to $19,000 toward the cost of such an installation. Metro agrees and would like you to prepare a draft agreement for further negotiations with Safeway. I feel that the draft should have the following provisions: (1) Although Safeway is considered to be the sponsor, there seems to be some thought that the corporation may enlist the aid of several of its neighbors to come up with the $19,000. For this reason, Mr. Folio of Safeway has asked that a blank space be left instead of inserting the company name. If the draft is prepared in this way, the actual sponsor can be determined during negotiations. (2) The State is to perform all preliminary engineering, construct the project either with State forces or by contract as the State may elect, and supervise the construction. The sponsor, whether it turns out to be Safeway or some other entity, will contribute $19,000 as its share of the project cost. (3) Clackamas County would be expected to pay the cost of power consumption since the intersection is on a state highway and a county road. Perhaps this should be handled as a separate agreement.

Believe there should be but one agreement JRR

Total cost of the project, including both roadway work and signal installation, is estimated at $69,000. It is Metro's recommendation that the corporation's contribution be a fixed $19,000 rather than actual cost for certain parts of the job which could be difficult to identify. District Engineer Maury Payne feels that the $19,000 amount would cover roadway work necessary to accommodate the new signal and his office prepared the attached map to describe the project.

Please prepare a draft agreement to incorporate this approach and if there are any questions, please call.

JR/ldo
Attachments
cc: M. D. Payne
E. L. Hardt
J. D. McClure

No Safeway participation according to Holmes

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☑	FAE ☐	OPE ☐

APR 26 1978

TAA Holmes File: PM FA LG OP

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: JON ROSE
Federal Aid Engineer

DATE: April 10, 1978

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Cooperative Agreement with Safeway
Evelyn Street Signal Project
Clackamas Highway

I received a call from Maury Payne, District Engineer, advising that he has contacted Jim Foglio, real estate representative for Safeway Stores, Inc., and he appeared receptive to the concept of sharing in the cost of the traffic signalization project. Maury quoted a cost for the road improvement portion of the project, which would be their share, not to exceed $19,000.

Please proceed with a draft cooperative agreement, leaving blank the corporation name for the $19,000 share. This will enable Safeway to negotiate with other businesses in the area to form a possible LID type corporation, all sharing in the cost. The agreement should also be left open as to whether the roadwork portion is done by State forces or included in the contract.

JDM/ldo

cc: D. R. Adams
M. D. Payne
M. J. Klotz

81-125-1387

STATE OF OREGO

INTEROFFICE MEMO

TO: MAX J. KLOTZ
Technical Services Engineer

DATE: March 24, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Evelyn Street Signal
Highway 212

Ron Failmezger and Jim McClure have been in contact with Safeway negotiating the installation of a signal at this intersection. The signal was funded under the Six Year Program for Fiscal 1979. Safeway is willing to fund part of the project which amounts to a little pavement widening to be done probably by State forces or under the contract.

Please take the necessary steps to initiate a project request (may have already been prepared by Failmezger) and a program packet to secure funding for the project. Also follow up with Spence to see that the job is in the TIP.

An agreement will have to be prepared between the State and Safeway to fund their portion of the project. To set up this agreement, there should be a meeting where Safeway could be presented with a typical Fred Meyer agreement or some such thing so that they would know what is expected of them. We should probably confirm Maury Payne's estimate for the widening as the participating cost by Safeway. The job is rather high on the priority list and should be advanced as quickly as possible.

Mr. Jim Folio is the contact at Safeway. His number is 232-2101, extension 215. Safeway is anxious to get this project going. They will have 100 additional employees working at their shop after June 1. This will be the first summer that Fred Meyer is really in full time operation so they anticipate substantial access problems at this intersection.

Please follow up the programming and the development of this project in your shop. By copy of this memo, I'm asking McClure and Rose to negotiate the agreement with Safeway after confirmation of Maury Payne's estimate.

DRA/ldo

cc: E. L. Hardt
J. D. McClure
T. A. Spence
J. R. Rose

Lou: Have Salem program a draft agreement, based on Payne's Costs, then set up a meeting w/ Folio to discuss. Lou. 3/27

cc: M. Payne
Ron
Don

Raised Asph. Conc. Traffic Markers
Drg. No. 2088
Galv. Rigid Conduit
ESTACADA
SANDY
OREGON CITY
PORTLAND
Tavern
Inlet
Pump
EVELYN ST.
SE 102 ND AVE.
CAMP WITHYCOMBE
FISH COMM.
RESEARCH LAB.
Paved Parking Area
Store
Const. Type "C" Curb
Adjust 4 Water Meter Boxes
(Extra Work)
Gas Main
Galv. Rigid Conduit
8" Water Pipe
YIELD
DO NOT ENTER
STOP
Flap
1° C.R.
TΔ = 5°06'30"
TS = 380.51
287+10
292+39.41 P.T.
250' Taper
Exc. 15 C.Y.
Section Lines

8852

GENERAL FILES

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Manager

DATE: February 10, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signal Installation
Clackamas Highway-Evelyn Street
Intersection
Clackamas

Klaboe
OK ESH

Attached is a suggested draft concerning the installation of a traffic signal on the Clackamas Highway at Evelyn Street. The Metropolitan Office previously requested that this location be added to the Six Year Program (B). A traffic signal is warranted at this location.

We have received a number of complaints concerning this intersection and the Region office is very much in favor of the proposed signal installation.

It is estimated that the traffic signal installation will cost $50,000. and an additional $18,800. will be required to make intersection improvements such that the signal can be installed. The location does not qualify for Title II funding and, therefore, regular Federal Aid funding would be required.

The Region is presently negotiating in an attempt to get Safeway to pay for the intersection revisions necessary for the signal installation.

L. E. George
Traffic Engineer Supervisor

DKH:rah

Attachment

NOTED
F. B. KLABOE

RECEIVED
DOT Operations
FEB 17 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
FEB 13 ..
REFER TO
Info | Inv | St | File

1-125-1287

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife

OFFICE OF THE DIRECTOR

506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

February 2, 1978

Bilbao action
Dale

Mr. Robert A. Burco, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Burco:

Our Columbia Region office is located behind Safeway Stores Inc. in the Clackamas area. We have maintained this office since 1948 when we acquired the former hatchery from the federal government. We have over 30 people regularly employed here. In addition we have considerable daily visitation. Access is limited by a connection to Evelyn Street which in turn joins Highway 212.

We are deeply concerned about the danger our personnel and visitors encounter daily at the Evelyn Street - Highway 212 intersection, especially when heading west during the 4:00 to 5:30 p.m. rush. The volume of traffic on Highway 212 has increased significantly in the past few years and it appears it will be overwhelming when the new Fred Meyers plant begins operation.

We know you have long range plans to improve Highway 212 and its intersections, however we feel interim improvements at the Evelyn Street intersection must be made now. We strongly solicit Department of Transportation action in this matter at the earliest possible time.

Sincerely,

John R. Donaldson, PhD
Director

cc Neubauer

dg

RECEIVED
DOT OPERATIONS
FEB 7 '78
REFER TO
Hunter
FOR
Info | Invest | R/D | C/R | Sign | ...ct | File

RECEIVED
FEB 3 1978
OFFICE
DIRECTOR of TRANSPORTATION

STATE OF OREG[illegible]

INTERC[illegible]CE MEMO

METROPOLITAN OFFICE

TO: LARRY RULIEN, Assistant Director
Transportation Policy & Program Development

DATE: January 27, 1978

FROM: DON ADAMS
Project Development Manager

SUBJECT: Six Year Program Request

A needed signal project has come to light, just this last week, that should be added to the six year program. The project is a signal installation at S. E. Evelyn Street on the Clackamas Highway.

Region and Metro have been attempting to find funding for this signal for about a year. The installation of the signal has been difficult to justify because it does not have significant record of accidents to qualify for Title II funding and it was not on the signal priority listing. However, the December '77 edition of the signal priority listing shows that Evelyn Street ranks high in the listing, now having a weighted value of 35. We are currently working on projects that have weighted values less than that, as a matter of fact, the signal installation on Powell Boulevard at 190th has a weighted value of 25.

In reviewing the modified six year program "B" with Bob Blensley, we determined the listing, valued at $19,385, could absorb a $50,000 signal. In fact, the list includes a signal at Pendleton on Oswego Hwy. for $40,000 that is FAU funded. Total program funds would be $19,395. Bob advised that probably the Evelyn Street project could be included in the six year program under program "B".

We have the details on the job worked out so that when the Clackamas Highway project from I-205 to Boring Road intersection is constructed the signal equipment will be salvaged for use under that project.

cc: L. E. George
Ed Hardt
Bob Blensly

lb

[illegible]

[illegible]

[illegible]

81-125-1367

1852

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT: TQF-74(1)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70111

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-26-77	Primary 74	Secondary 171

GENERAL LOCATION:
"Boring Road Intersection"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — Including utility adjustments
  TEC NTE $18,900 - FF $16,200
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-2-77, you are authorized to proceed with the work as shown. Updated traffic data will show existing traffic conditions are worse than shown on signal warrant submitted. Since SR-224 is to be rebuilt through this intersection in the near future, consideration should be given to installing a signal system at this location that could be integrated with minor modification on any new design.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-26-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Dept. of Transportation

PROJECT TITLE: Boring Road Intersection

DATE: July 26, 1977

The state has reviewed your project and reached the following conclusions:

7/27/77
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
E. L. Hardt, Reg. 1
W. W. Geibel, Dist. 2a
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
JUL 28 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 2 1250

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
6-22-77

NOTED
H.S.COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

JUL 2 [illegible]

Project #: 7706 2 1230 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Boring Road Intersection, Clackamas County.
If funded project area should be surveyed by professionals competent in the fields of history and archeology prior to initiation of ground disturbing activities.

Agency SHPO By [signature]

(#2) 8852

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Boring Road Intersection
Highway: Clackamas Highway
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: E. L. Hardt
District Engineer: J. D. McClure
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 23 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Boring Road Intersection

11

12] PROJECT LOCATION—CITY [79	PROJECT LOCATION—COUNTY	PROJECT LOCATION
Clackamas Highway ORE Rte 212	Clackamas	SEC: --- T: 2S R: 2E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project, at the intersection of Boring Road and the Clackamas Highway, is [71

07 12] proposed to reduce a high accident condition by providing left-turn channelization [71

12] for traffic movement and installation of two-phase signal lights.

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
67,100	--	10,900	--	--	78,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: June 22, 1977	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July | 43] DAY [44: 22 | 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 6/22/77

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

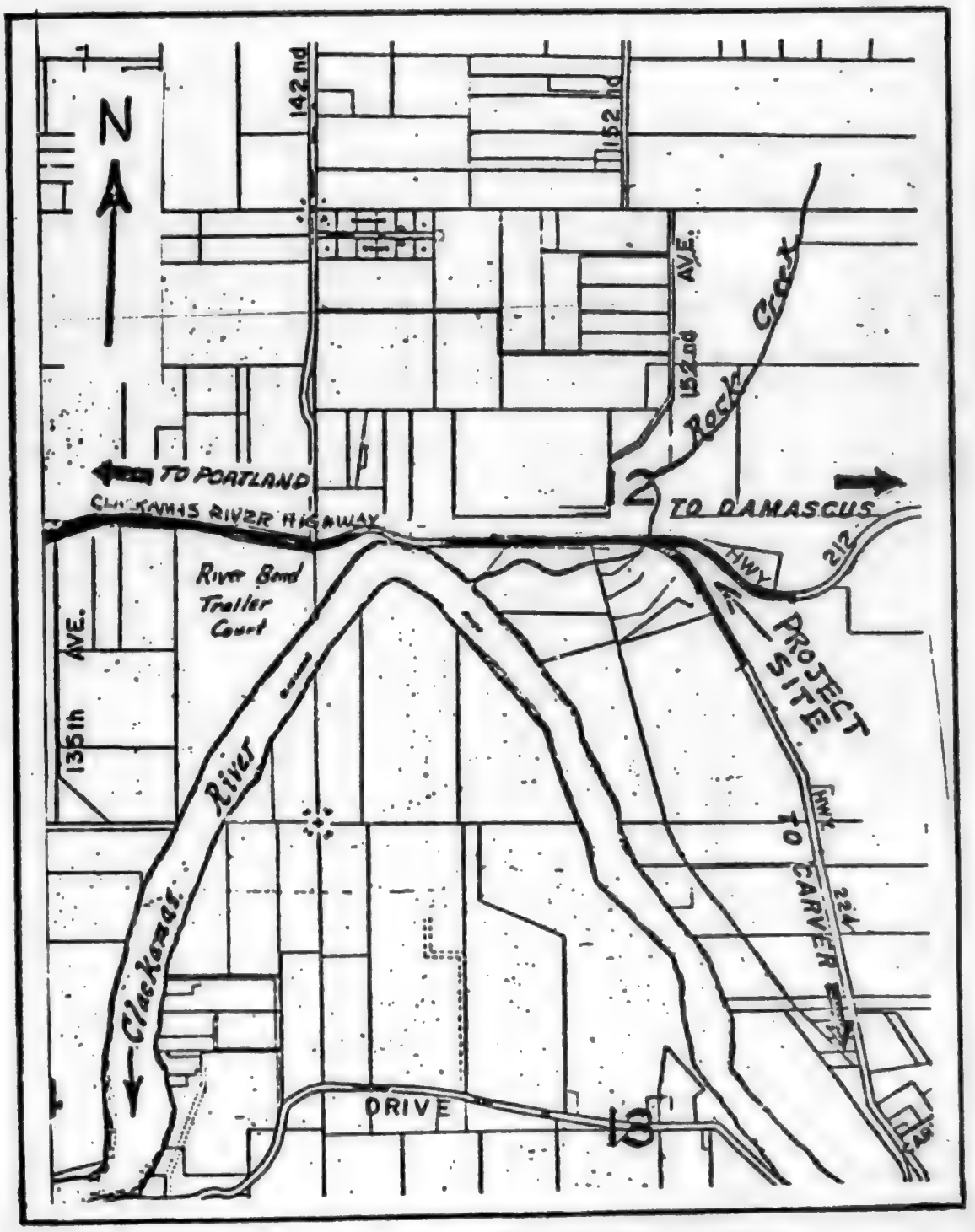
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.



ORE 212/BORING RD.
SIGNALIZATION

8852

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 7, 1977

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: G. N. Hopkins
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Boring Road Interchange
Clackamas Highway #171
Clackamas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

ESH
DEPUTY STATE ...
6-6-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region Metro Bob Bothman
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

8852 C 171

Salem, Oregon
May 25, 1977

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49688 - Skoko (Dravon Med.-C.P.)
49688 - Dravon Medical, Inc.
Clackamas Hwy. at Clackamas/Boring
Road Section
Clackamas Highway
Clackamas County

Attached are 2 Files (3 Parcels), an authorization and R/W prints covering permanent easements for the subject project, which is to be scheduled as soon as possible.

BY: l

Floyd O. Scott
R/W Description Engineer

FOS:mg

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

May 13, 1977

FILE: Clackamas Highway at Clackamas/Boring Road

FROM: L. E. George
Traffic Engineer

TO: F. O. Scott
R/W Description Engineer

Attn: Robert R. Rounds

SUBJECT: Traffic Signal Installation
Clackamas Hwy. at Fred Meyer Access
Clackamas Hwy. No. 171, MP 6.20
Clackamas County
7894-900-06

In accordance with your verbal request of May 12, 1977, attached is a sketch detailing the easements required on the northerly side of the highway at the subject location.

Traf Sig. fac.

The parcel identified as "Easement required for detector loops" is needed for the placement and maintenance of inductance-type vehicle detector loops, with a shielded-pair feeder cable connecting the detectors with the traffic signal controller which will be located on the southerly side of the highway. Physically, this involves saw-cutting narrow slots in the pavement, placing the wire loops and feeder therein, and backfilling the cuts with epoxy to effectively seal them.

Easements to be confirmed to the property owned by the Dravon property (Fee No 74-11801) and the property (Fee No 75-8367) this was discussed with Bill Zirbes, and he agreeable. R. Rounds 5-24-77

The parcel identified as "5' Permanent Pole Easement required" is needed for the erection and maintenance of two traffic signal poles, one on either side of the Dravon Medical, Inc. approach. At least one vehicle signal head will occupy air space between the poles, whether suspended from a mast arm attached to one pole or from a messenger cable attached to both poles. A pedestrian crosswalk will be painted across the full paved width of the approach, and this will occupy the full 5-foot easement width for that distance. Although only the pole foundations are presently planned to extend beneath the surface, it may become important to run wiring in an underground conduit between the poles, as an alternate to using overhead conductors, if circuitry between the poles is a feature of any design changes or future expansion of the signal system.

On the southerly side of the highway, we need to know who holds fee title to the 20-foot strip of land lying between the southerly highway right of way line as shown on R/W Map 6B-34-8, and the northerly property line of Fred Meyer as shown on the drawings supplied by C & G Engineering. We are agreed that Fred Meyer probably owns all property up to the highway right of way, but we should be certain before encroaching on the area with pavement.

Title dept investigating R. Rounds 5-17-77

L. E. George
Traffic Engineer

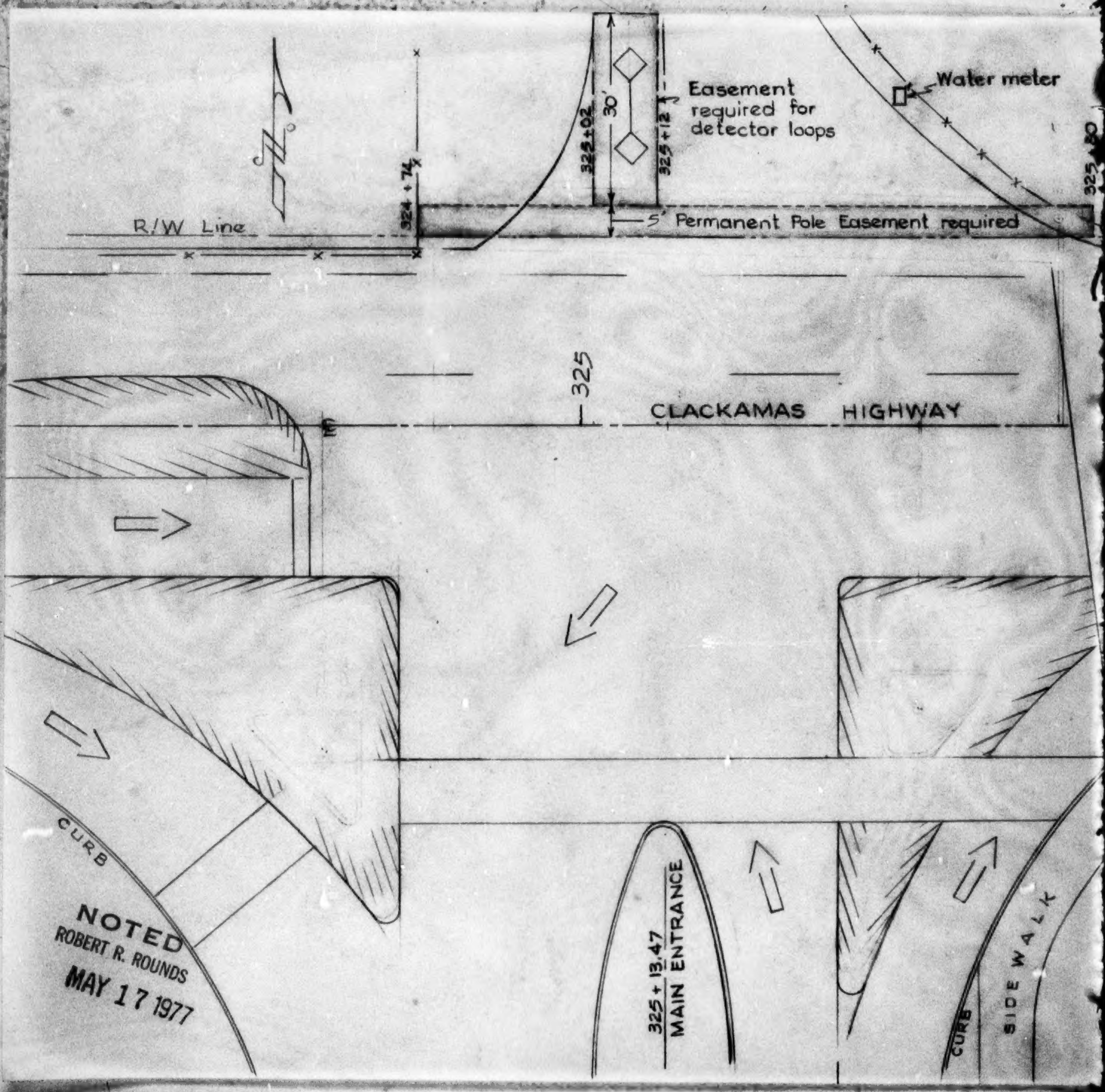
LR:rah

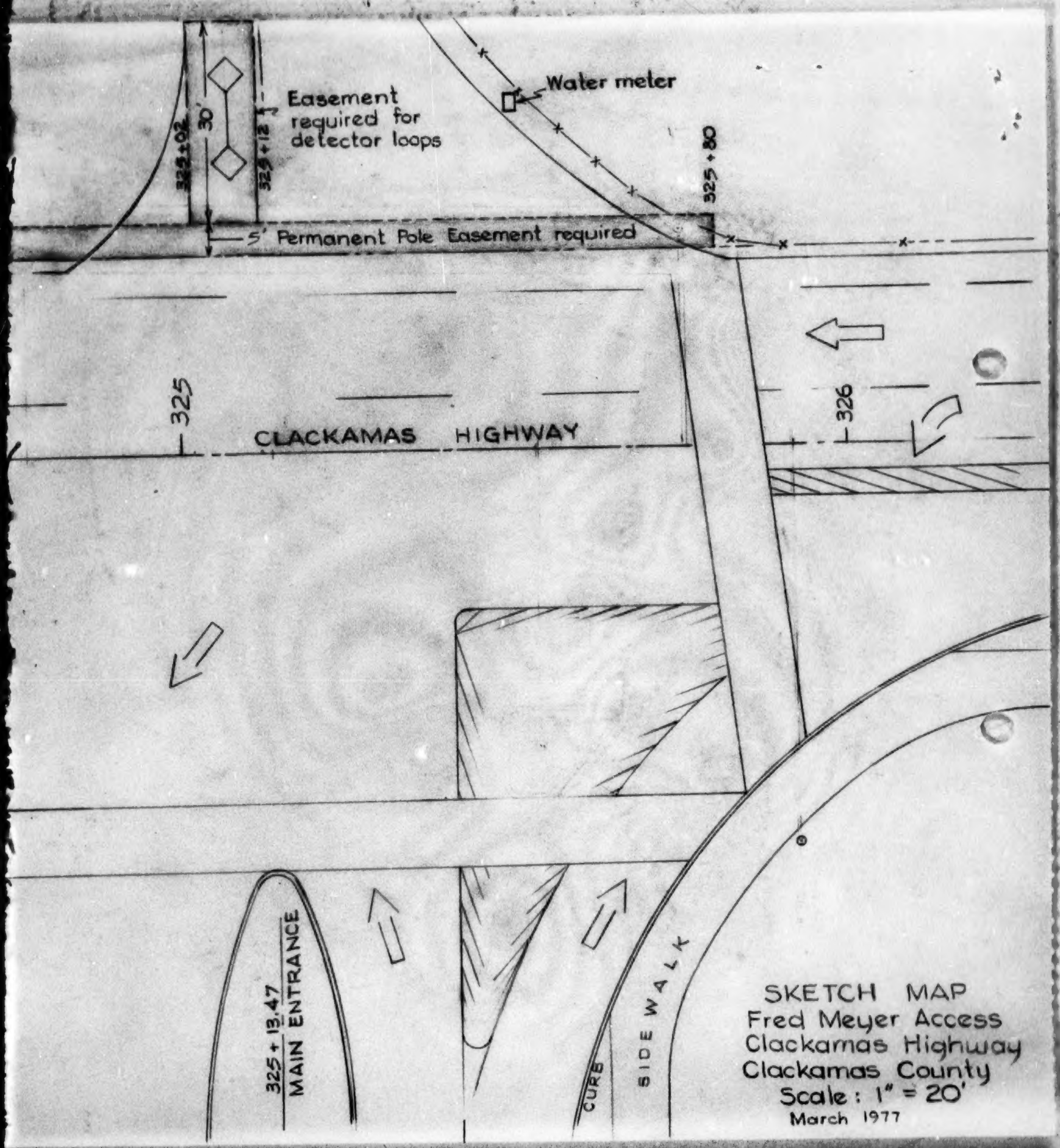
Attachment

2 Files to R/W 5-25-77

Versteeg ✓	RECEIVED	Requires Reply ☐
Olson		Requires Approval ☐
Christensen	MAY 16 1977	Receiver Keep ☐
2 Scott ✓		Do not File ☐
Swenson	ROAD DESIGN SECTION	Return To
Savage		Bring up / /
Trout		Other

MAY 17 1977
NOTED
ROBERT R. ROUNDS


Easement required for detector loops
Water meter
325+02
30'
325+12
324+74
R/W Line
5' Permanent Pole Easement required
325+80
325
CLACKAMAS HIGHWAY
CURB
NOTED
ROBERT R. ROUNDS
MAY 17 1977
325+13.47
MAIN ENTRANCE
CURB
SIDE WALK


Easement required for detector loops
30'
328+02
329+12
Water meter
325+80
5' Permanent Pole Easement required
325
CLACKAMAS HIGHWAY
326
325+13.47
MAIN ENTRANCE
CURB
SIDE WALK
SKETCH MAP
Fred Meyer Access
Clackamas Highway
Clackamas County
Scale: 1" = 20'
March 1977

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	Construction Contracts
ARRANGEMENT OF RECORDS	by Contract Numbers
INDEX	

INDEXING BEGINS WITH: 8813 continued ENDS WITH 8852

FLASH CARDS: from Reel 202

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell & Howell File Master	16 mm	24 X	203	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 26th DAY OF January 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR